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TOPICS - OF - THE - DAY

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REFORMING SPENDTHRIFT UNCLE SAM

BY EXPOSING THE HEART of our financial system for Dawes to peck at, we have saved ourselves in one year a quarter of a billion dollars, or almost \$2.50 for each man, woman and child in the country. Figures given by the World Almanac show that our Government's annual "ordinary disbursements have been decreasing steadily since the high peak of 1919, when expenses incurred during the World War brought them to the enormous total of nearly fifteen and a half billions of dollars. According to the report now submitted to Congress by our first Director of the Budget, General Charles G. Dawes, Uncle Sam's expenses for the fiscal year ending June 30, 1922, amount to just under four billion dollars, or one billion six hundred millions less than he spent the year before. The sum of \$250,134,835.03 of this saving, President Harding explains in a letter accompanying the report, may be directly credited to the work of General Dawes and his Budget Bureau. The three cents so punctiliously recorded may be intended as a reminder that the pennies count, even in a business whose operations are reckoned in billions. "On the whole," writes the President, "I believe the Congress will find the operation of the newly adopted methods to be highly gratifying, not only in having brought about reductions in expenditure in accord with the manifest wishes of Congress in reduced appropriations, but in revealing the possibilities of large savings through still more efficient methods in the future." This report, he adds, points the way to "ultimately lifting the excessive burden of taxation." What counts, comments a Washington correspondent of the New York Evening Post, is not the amount saved this year by the new Budget Bureau, but "the fact that machinery to bring about

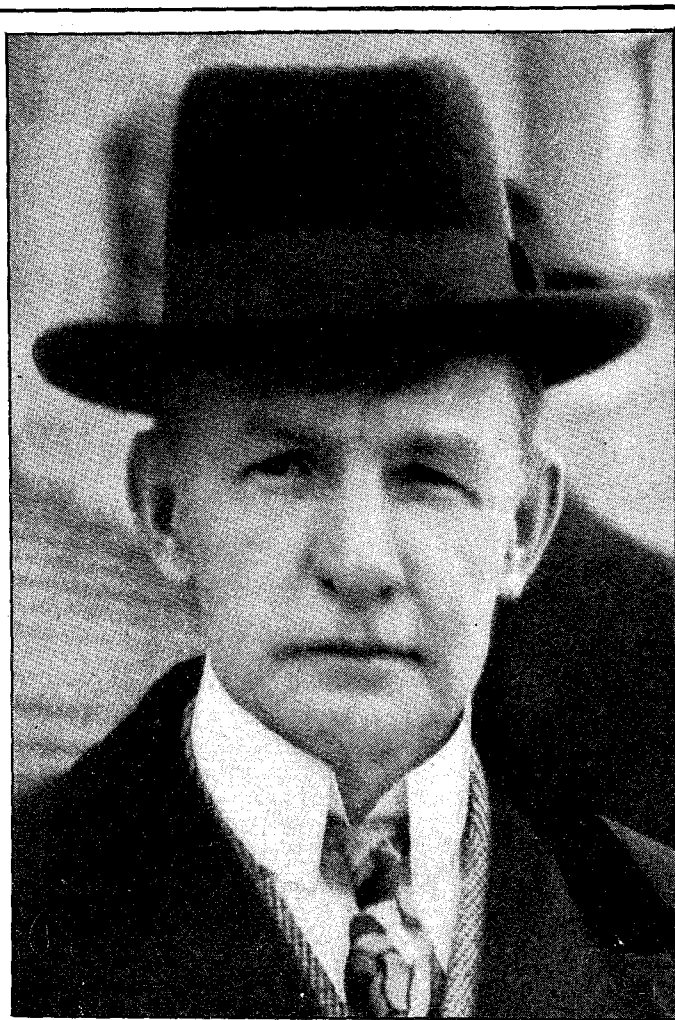
economy in the Federal Government has been set up, and that under General Dawes that machinery has worked."

The "prime and essential cause" of the administrative economies now reported, declares Budget Director Dawes, has been "the assumption by the President of the United States of his full responsibilities as the head of the business organization of government." But the report evokes many editorial bouquets for the General himself. Recalling that "Hell and Maria" Dawes attained national fame by his vigorous and picturesque language when testifying before a Congressional Committee on the business management of the war, the *Kansas City Star* (Ind.) remarks:

"Now that he has shown what that same forcefulness can accomplish in cutting the expenses of the Government, the remark of Lincoln about learning what kind of whisky Grant drank so he could send some to the other Generals might be applied. Perhaps some of the other Government executives should be taught to swear."

Noting that "the reform in the fiscal affairs of the Government has only begun," the *Springfield Republican* urges that General Dawes ought not to retire from the Budget Bureau at the end of one year, as he stipulated when accepting the office. His report, remarks the *Kansas City Journal* (Rep.), "shows what the inclusion of an impersonal business agent in the Government means to the taxpayers." The \$250,000,000 saved by the budget, notes the *Topeka Capital* (Rep.), "is interest on a billion and a half of dollars"; and it goes on to say:

"But this does not mean that the work of the budget reform is finished. Director Dawes in his report points out that this is far from the fact. The Government's system of accounting,



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HE IS TEACHING UNCLE SAM TO SAVE HIS MONEY.

General Charles G. Dawes, whose new Budget Bureau is responsible for \$250,000,000 of the \$1,600,000,000 cut in annual Government expenditures reported by the Harding Administration.

he says, is still hopelessly archaic and the public can never be fully and properly informed as to the business operations of the Government until it is reformed. There is still plenty of work to be done before the budget system has been fully established in all its functions."

Director Dawes describes the Budget Bureau as "an impersonal, impartial and non-partizan business agent." It is noticeable, nevertheless, that most of the hostile criticism evoked by his figures comes from Democratic quarters. Thus we find the Norfolk *Virginian-Pilot* declaring that "members of Congress, on reading the Dawes report, would be excused for borrowing from the General's vocabulary and exclaiming 'Hell and Maria, how do you get that way?'" This report, the Norfolk paper admits, "shows the possibilities of the budget as a money-saving system." But "it fails to prove that, under Republican rule, the nation is saving money at the rate of more than a billion and a half dollars a year." In an editorial headed, "Budget Bunk," the Louisville *Courier-Journal* says:

"Cutting down appropriations to make a show of economy and subsequently passing deficiency bills to make up deficits is a favorite practise of Congress which Mr. Dawes seems to have overlooked.

"There is a Congressional election next November and many millions of dollars of the Government's disbursements will not appear on the books until after that. There is, for instance, a round hundred millions of interest which even Secretary Mellon did not include in his deficit estimates. A different system of bookkeeping, while showing a deficit for the next fiscal year, would also show a deficit instead of a surplus for the present fiscal year."

"While the Government's expenses for 1922 have been reduced in comparison with those of the preceding year, there has been no marked reduction in the taxpayers' actual burdens," remarks the Baltimore *Sun*, which goes on to say:

"The budget system is capable of being made to perform a great work of economy, and Mr. Dawes has probably gotten all out of it possible in the short time he has been in charge, and considering the extraordinarily difficult conditions which he has been called upon to meet. Taxpayers will be thankful even for comparatively small favors. But they will not hurrah for the Harding Administration as the great champion of economy until they know what is coming next. There is such a thing as saving at the spigot and taxing through the bung-hole."

The savings at Washington "are trivial where they are real," thinks the independent New York *Globe*.

In Congress the report was ridiculed by Representative Byrns of Tennessee and Representative Byrnes of South Carolina, both Democratic members of the Appropriations Committee. A Washington dispatch to the New York *Times* quotes the South Carolina Mr. Byrnes as saying:

"It has been said that figures will not lie, but every one knows that they may be juggled with, and even a casual examination of the immense array of figures submitted by the very large accounting force of the Bureau of the Budget, and which it took three months to compile, shows that the figures have been

manipulated in an effort to mislead the public into the belief that some economy has been effected by the Administration. In this connection it should not be forgotten that the appropriations for the expenditures in 1921 were made by a Republican Congress."

The trouble with the report, Mr. Byrnes concluded, was that "the people of the country are misled into believing that there is a saving when there is nothing but a political saving." And Mr. Byrnes of Tennessee added the remark that "a reduction of taxes is the only test as to whether or not there has been a reduction in expenditures."

Several journals, however, find deep satisfaction in the showing of the Dawes report. The Philadelphia *Public Ledger*, for instance, independent tho of Republican leanings, considers the report a sign that—

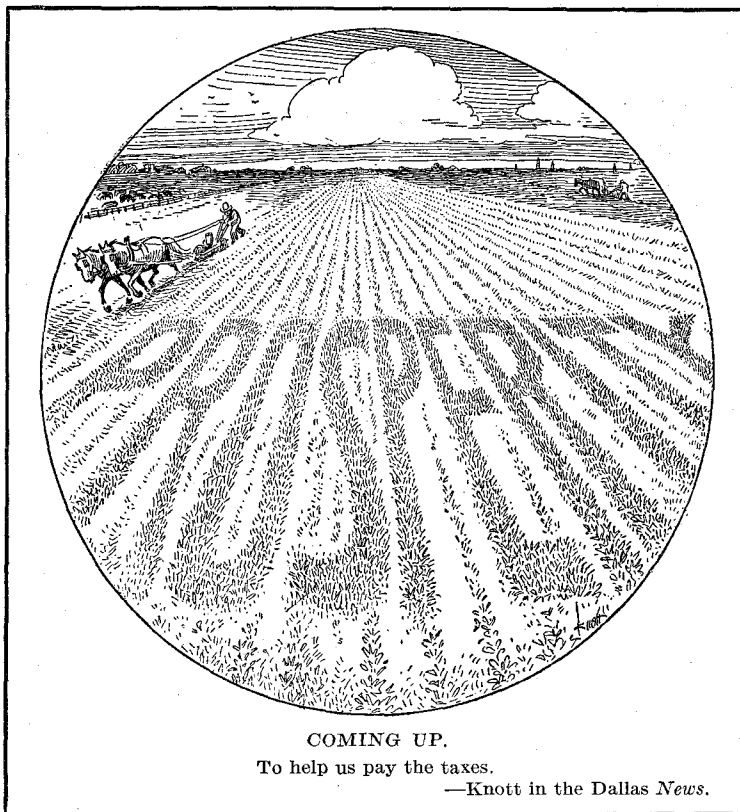
"Along with the nation the Government is getting over the war-time squander mania. The rising wail of the taxpayer has penetrated Capitol Hill and resounds in the White House. The protests, grumblings and mutterings, and the fear of what the taxpayer is certain to do to those responsible for his troubles, are resulting in this deflation of war-time conditions in departments and bureaus. There would have been a certain amount of deflation, budget or no budget, but it has hastened this deflation and broadened and deepened it. It broke through the barnacles that incrustated the bureaus."

The Washington *Post*, friendly to the Administration, tells us the "success" in cutting down Government expenses is due to two main agencies—"the resolute purpose of Mr. Harding and the skill of his chief lieutenant."

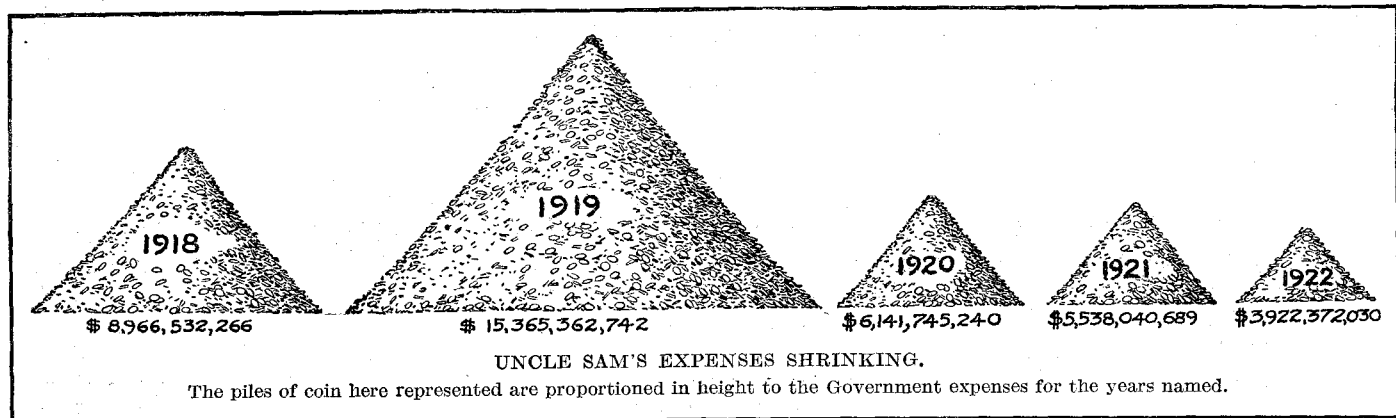
"If the rules of the House and Senate dealing with appropriations are now overhauled and made more adaptable to the actual will of Congress, a still better showing can be made. Antiquated methods and obstructive rules should be thrown overboard. The executive department should not be the only agency working for combined efficiency and economy. Congress owes it to itself to revise its rules of procedure, because the splendid work done by conscientious legislators in committees is sometimes brought to naught by their inability to show the two Houses what has been developed and the reasons for actions proposed."

To the Minneapolis *Tribune* (Rep.), "the wonder is that a Government representing a business people so efficient as ours should have delayed so long in putting the budget principle to work in the conduct of Uncle Sam's enormous business." To the Omaha *Bee* (Rep.) also the report "shows conclusively the great changes effected by the adoption of business methods in handling Government affairs," while the Los Angeles *Times* (Ind. Rep.) declares that President Harding's firm, businesslike attitude "awakens alike the respect and dismay of the politicians." As the Baltimore *American* (Rep.) points out:

"If Mr. Dawes had merely announced so many millions 'saved,' he would have been saying nothing. But when he announced that one Department has taken the trouble to make a fulcrum pin for twenty-three cents less than it formerly cost, he announced that a new attitude toward the business of government has been inculcated in the servants of the people. He has not



COMING UP.
To help us pay the taxes.
—Knott in the Dallas News.



only shown that his savings really are savings, but he has shown that the Government has at last been converted from an instrument for spending money to an instrument for conducting business."

As the *Baltimore News* (Ind.) analyzes the report it finds the Administration has been able to "show under a conservative estimate a direct increase in the efficiency of the Government machinery which is equivalent to a quarter of a billion dollars a year."

The *New York World* (Ind. Dem.) hails the "triumph of the budget" and observes:

"The budget system is already amply vindicated. But it will take more than one year for it to work out its full worth. The executive branch of the Government is doing its part to that end. It remains for Congress to do its part in cooperation with the Executive, and this is what, up to date, Congress has not been doing."

What the Dawes report means to the historian is one thing. What it means to the politician is several things, as the press discussion just quoted indicates. But to many of us who have been looking for a General Dawes of our own to show us how to make both ends of our personal budgets meet as they should, the interest in the Dawes report lies in its revelation of "just how one soldier-banker with a reputation for profanity and a record for efficiency set out to reform the outworn methods of a corporation which is doing \$4,000,000,000 business a year." So remarks Mr. H. P. Stokes in a Washington dispatch to the *New York Evening Post*. He finds in the report a striking picture of the actual work of the Budget Bureau in contributing total savings of \$250,134,835.03 to the reduction of Federal expenditures for the current fiscal year. Looking over the report Mr. Stokes notes that the twenty-seven of these millions were saved by simple little "transfers." The old traditional Government way of doing business was for one Department to sell off for whatever they might bring any supplies it had no immediate use for, while some other Department might at the same time be looking frantically around for similar articles and paying the highest market prices. For instance, on page 32 of the report we find that the Shipping Board Emergency Fleet Corporation had some teapots it couldn't use, while at the same time "the Interior Department happened to be fairly thirsty for teapots." By simply turning these teapots over to the Department that wanted them, instead of losing money on two sales, the Government saved exactly \$2.57. Then the same Corporation "had a trowel, a wedge and a squeegee on hand which it could find no use for but which the Department of Commerce thought it could use very handily, perhaps on some of its lighthouse tenders." Here it was 56 cents saved for the Government. In the same way little savings were made on waste-paper baskets, some chairs, some hacksaw blades, an automobile. Of course, comments Mr. Stokes, "all the transfers were not such small items, for they could never have mounted up so large a total. The small items have been picked out to show the precise point of impact in the Budget Bureau. There is a list of ship transfers on page 60 which contains some of the

larger fish in General Dawes's basket." The estimated savings on the transfer of these ships to the Departments that had use for them was \$125,000 apiece. So, we read, "there have been very substantial savings effected. What is more significant, there is no doubt that the new order of things is a tremendous improvement over the old, when each Department had a notion it ran a business all its own with other Departments regarded more or less as rivals with whom one had to bargain and dicker, if one made any exchanges." And then there are the "coordinators," who have been saving considerable sums by better handling of better passenger and freight shipments, motor transport, and real estate rentals for Government agencies.

But it is the Departmental savings, we are reminded, that make up the bulk of the \$250,000,000. The Department of State, for instance, "helped General Dawes put his program across" by setting its messenger force to the duty of cleaning the rooms and thus dispensing with extra charwomen and also by seeing to it that employees who happened to be working late in the evening assumed responsibility for turning out lights and closing things up for the night. A few samples of Departmental savings are taken at random from the report, as follows:

"War Department—Reduction of expense due to establishment of fixt allowance of clothing for enlisted men on a money basis, as against the former system of issue of clothing as called for, \$2,340,000.

"Air Service—By remodeling old airplanes, \$2,500,000.

"Navy—Reduction over last year's allotments to shore stations (in addition to \$3,000,000 of curtailed, canceled, or postponed work), \$3,000,000.

"Post-office Department—Economies in the lines of solid loading of cars, the elimination of duplication, and the discontinuance of unnecessary services, \$3,000,000.

"Veterans' Bureau—General Order No. 26 requiring prompt discharge of patients, and so preventing unnecessary prolongation of hospitalization, \$2,800,000.

"Shipping Board—Total estimated savings, \$96,407,509."

The Dawes report, as the *Kansas City Journal* remarks editorially, "includes accounts of nearly everything from typewriter ribbons to the traveling expenses of the President." It shows many interesting ways in which some and large economies were affected. In the Employees' Compensation Commission, for example, \$2,300 was saved in the increased use of addressing machines." And "the War Department saved \$1,560 by using excess and salvaged material at one aviation field."

Returning to Mr. Stokes's *Evening Post* dispatch we find him aware that the report is vulnerable in spots. He thinks, for instance, that the Shipping Board figures "have a rather padded look" and include some savings in wage schedules which were "largely the result of economic causes entirely beyond even the President's control." Yet General Dawes believes that he has erred on the side of modesty. His bureau, for instance, has taken credit for only \$41,000,000 out of a total reduction of \$725,000,000 in War Department expenditures. "What is more, there are a large number of intangible savings whose money value it has entirely been impracticable to figure."

WHY BEVERIDGE BEAT NEW

THAT'S BULLY. T. R."—was alone lacking to give the capture of the Senatorial nomination by Albert J. Beveridge in the recent Indiana Republican primary the complete Bull Moose flavor. All through the day following the election the congratulatory telegrams came pouring in to Mr. Beveridge's Indianapolis home from old Roosevelt Progressives who did not forget the leading part played by Beveridge in the stirring events of 1912. "This return of the Bull Moose," remarks the *Terre Haute Tribune* (Ind.), "may be a bitter pill for the old-line Republicans," but old Roosevelt papers are delighted with what one of them, the *Kansas City Star*, calls the victory of a representative of "the Progressive point of view—the point of view represented superlatively by Roosevelt."

Democratic editors are found fairly unanimous in hailing the reemergence of a former "insurgent" and "Bull Mosser" as forecasting another party upheaval and as a sign of popular discontent with Republican conduct of affairs at Washington, but Republican dailies of the more regular stripe generally refuse to see any great political significance in the result of the Indiana primary, considering it the natural result of an assiduous campaign skilfully conducted by a now regular Republican of great eloquence, ability, personal charm and long political experience.

If we turn to the press of Indiana to find out why the author of "The Life of John Marshall" defeated President Harding's close friend, Senator New, by some 20,000 votes on May 2, we find a great diversity of opinion. The pro-New Indianapolis *News* inclines to attribute the result to factional fights and rural discontent with Congress. The trouble, as the pro-New South Bend *Tribune* sees it, is that the people of the State did not know Senator New and not knowing him could not appreciate his high quality. The pro-Beveridge Indianapolis *Star* looks upon the result as a personal triumph of a brilliant Hoosier, without any "reflection even by implication" upon the national Administration. Senator New's "vote for Newberry and his general reactionism" defeated him, in the opinion of the *Evansville Press* (Ind.). The *Gary Post*, a Democratic observer in a part of the State where Republicans voted heavily for Beveridge, does not think that the Newberry matter had much to do with the result. But—

"What did mainly influence opinion in Indiana was Mr. Beveridge's earnest, lucid, analytic and informing addresses on the great problems of taxation, finance and government. He showed himself thoroughly informed on many deep and intricate problems, and convinced the people that he was well prepared to stand up and dissect these matters, cut out unnecessary expense, relegate profligacy and extravagance, promote constructive legislation and get our country and the world back on a sound basis."

One of the Indiana Republican dailies, the *Evansville Journal*,

in a careful editorial review of the results of the primary, finds a fundamental explanation of Mr. Beveridge's victory "in the feeling that Congress has been a dawdler." But it can find no repudiation of Warren G. Harding, since the people "clearly separate the President and his work from Congress and its work." In the primary campaign Senator New was at a disadvantage because he remained faithfully at work at his Senatorial duties in Washington. Mr. Beveridge, on the other hand, was "active as a speaker" and has, in fact, "been speaking at public gatherings in Indiana on religious, historical and political subjects with unbroken regularity for the last two years." *The Journal* concludes, with an apparent touch of Hoosier pride in a brilliant and successful son of Indiana:



"I SHALL SUPPORT PRESIDENT HARDING."

But Mr. Beveridge's defeat of President Harding's friend, Senator New, in the Indiana primaries, is taken by Democrats as a sign of Republican discontent with Republican management at Washington.

"Intellectually Mr. Beveridge has no superior in the United States Senate to-day. As a student of American history and the philosophy underlying the development of our political institutions, he has few equals. He thinks clearly and deeply; he has the gift of oratory beyond most men; he is a writer as well as a speaker. When Indiana elevates him to the Senate, it will be sending a man who has had large experience in legislative affairs, and who has in addition a ripened and comprehensive knowledge of public questions, the fruits of twenty-five years of work and intensive study."

When the crockery flies out of the window, the neighbor across the street is likely to conclude that there is serious trouble in the family. So it is, perhaps, no wonder to find a large number of Democratic papers interpreting the victory of Beveridge over New as, in the words of the *New York Times*, "a sign of Republican dissatisfaction and as the first heavy political blow which the Harding Administration has received."

"A hard blow to the Harding Administration, but a harder blow to the present Republican leadership in Congress," is the way the *Chicago Journal* (Dem.) sizes it up. This "stiff rebuff and repudiation" of the present Administration convinces the *Columbia State* (Dem.) that "we are nearing another Democratic era." The *New York World* is hardly less positive, saying:

"Senator New's defeat for renomination in the Indiana primaries is President Harding's defeat. The Republican voters of Indiana have repudiated the Harding Administration. Back of the Beveridge victory is unmistakably the growing unpopularity of the Harding Administration and the increasing disgust of the voters with the quality of political leadership in Washington."

"If the Indiana Republicans will not renominate the President's personal friend and thick-and-thin supporter, it is already plain that the name of Harding will not save the Republican Congressional ticket in November. The returns from Indiana show that the country, having traveled the road to normalcy, is now on its way back, none too pleased with its experience. The power that was obtained in 1920 under false pretenses can no longer be held under false pretenses."

The fact that Mr. Beveridge was one of the Republicans who followed Roosevelt out of the party in 1912 leads a number of Democratic papers to emphasize the importance of the Indiana primary as a sign of a Progressive rebirth. The *Pittsburgh Post* (Dem.) finds it "difficult to see where the old guard element behind the Administration can see anything in this result of the Indiana Republican primary to give them optimism." On the other hand, the *Cleveland Plain Dealer* (Ind. Dem.) remarks that if Beveridge's nomination is followed by election, his return to the Senate "will bring new cheer to the Progressive wing of his party, indicating that the standards set up under Roosevelt ten years ago have not been wholly submerged by reaction."

Crockery-throwing and loud mutual recriminations, it has been observed, are generally interpreted by outsiders as signs of serious domestic differences. But those inside may consider them simply a normal method of settling difficulties and readjusting relations. So we find important Republican dailies like the *Philadelphia Bulletin*, *Baltimore American*, *Buffalo Evening News* and *Milwaukee Sentinel* wondering why anybody should see in the fact that the Republicans of Indiana prefer Albert J. Beveridge to Harry S. New as a Senatorial candidate, any indication of coolness toward the President or Republican policies. With two such good Republicans contesting, remarks the independent *Washington Post*, which is in close touch with the White House, "about the only way in which an Indiana Republican could indicate a desire to repudiate the Administration was to stay away from the primary." Other Republican dailies declare that the defeat of Senator New by Mr. Beveridge, who has served two successive terms in the Senate, is really an excellent thing for the party. Mr. Beveridge will lend a new element of strength to his side of the Senate, says the *Portland Express* (Rep.). The

capacity of leadership, who would contribute constructively to the making of a practical and popular party program, and whose brilliancy in debate in the Senate has become one of the traditions of that chamber—and she, quite naturally and appropriately, chose the latter."



Similar assertions come from such once-Progressive Republican dailies as the *Philadelphia North American*, *Chicago Evening Post* and *Kansas City Star*. The last named paper, which once counted Theodore Roosevelt as an editor, tells why it thinks that Beveridge's election "would be the best thing that could happen to the Harding Administration":

"Beveridge, if elected, will bring new blood into the higher councils of the party and into the Senate. He is known throughout the country as a progressive and a practical progressive. The Administration is plentifully supplied with organization politicians. It has been shy on men who represent the progressive point of view—the point of view represented superlatively by Roosevelt.

"President Harding needs Beveridge in Congress. He needs him, not as a rubber stamp, but as a man of creative imagination and independent thought, who will help keep the party an instrument of achievement for the common good."

Before the election the *New York Tribune's* Indianapolis correspondent wired: "A victory for New to-morrow will be considered a victory for the Administration. A victory for Beveridge will be a defeat for the Administration." But after the election *The Tribune* declared that any attempts to make the Beveridge nomination appear as a rebuke to the Administration were "childish," suggesting both a "spirit of desperation" and "paucity of partizan invention." And in this editorial *The Tribune* goes on to point out how good a thing it is for the Republican party to have new blood infused into its Washington leadership. "New leaven is constantly needed in politics and a more clearly shown sympathy with the spirit of Roosevelt will be to the party's advantage."

But not all Republican papers are so cheerful. In a leading editorial the *Minneapolis Journal* again and again rings the changes on the statement that the Indiana primary is a warning to the Republican party and a sign of wide-spread political discontent. After all allowances are made, says the *Columbus*

choice of a man of Beveridge's character, record and predilections, "indicates life, movement, adjustment and intelligence" within the party, avers the *Manchester Union* (Rep.). Indiana, it adds, "had a chance to choose between a man who had proved himself a loyal follower, but no leader, and a man who had the

Ohio State Journal, Senator Beveridge's victory "reflects strong Republican dissatisfaction with the way things are going in Washington, no doubt chiefly, if not almost wholly, due to disgust with Congress and its shufflings." A remarkable editorial appears in the *New York Herald*, an independent paper which was a strong supporter of the last Republican ticket. After denying Democratic allegations that the defeat of New means the repudiation of the Harding Administration and paying Mr. Beveridge a high tribute for his adroit, clever and earnest campaigning, it concludes with this significant paragraph:

"But if the Republican Congress insists on looting the Treasury with a bonus bill, insists on passing an impracticable and impossible tariff bill and makes itself generally offensive to the intelligent people of the country, as it has been doing, even the very splendid work of President Harding and his Administration can not save it from a thundering thumping at the polls this fall."

Among independent newspaper observers we find the *Newark News* and *St. Louis Post-Dispatch* considering Beveridge's victory "a blow to the Harding Administration." The *New York Commercial* prefers to call it "a slap at Congress," but the *Springfield Republican* does not think that the voters are likely to make a very close distinction between Congress and the Executive. The *New York Evening Post* is convinced that the defeat of Senator New by Mr. Beveridge in the Indiana primaries is a sign of intense and wide-spread dissatisfaction with, and disapproval of, the way things are going at Washington. And this independent newspaper proceeds to state some of the causes of this dissatisfaction as it believes even the Republican leaders must see them:

"Instead of the model of harmony which was to be exhibited by the Harding Administration, they have seen a Republican House almost contemptuously override the recommendations of a Republican President in reference to legislation affecting economy, the very watchword of the Administration. They have seen a wholesale dismissal of the officials of an important bureau without definite explanation, and they have witnessed the unfavorable impression made upon the public by this act and by statements of members of the Cabinet which seem to point to a step backward toward the spoils system."

"If in addition to all these causes of dissatisfaction Congress adds a tariff which sends the cost of living up again, what reason can friends of the Administration have for hoping that the outcome of the Indiana primary will not prove to be as menacing as their opponents are proclaiming?"

A brief glance at other editorial pages reveals the fact that the *Philadelphia Public Ledger* and the *Chicago Daily News* (Ind.), *New Haven Journal-Courier* (Ind.), and *Washington Star* (Ind.) consider the Indiana primary a purely personal triumph for Mr. Beveridge. And Mr. Hearst's *New York American* comes to the conclusion that Senator New was defeated because the Republican Administration for which he was a Senate spokesman has been making foreign alliances and has "sold America's birthright of independence for a mess of international bankers' pottage."

MR. WU CHECKS MR. CHANG

MILITARY POLITICS IN CHINA, long known as the most thickly settled, and lately even better known as the most unsettled, country on the globe, seem to have been somewhat clarified by General Wu's apparently decisive defeat of General Chang. General Chang Tso-Lin, ex-bandit, Governor of Manchuria, and recent threatener of the Peking Government, is practically eliminated, and with him go a number of complications. The situation is still so thoroughly mixed up,

however, that a good many mere Americans in editorial chairs resign themselves to repeating the remarkable names mixed up in the Chinese puzzle, wondering why the various leaders and factions are doing what the cables say they are, and hoping for the best. Thus, "Wu, Chang, Sun and Hsu," sighs the *Houston Chronicle*. "What a babble of names—and the issues are quite as mixed!" Nevertheless this editor manages to untangle a few leading strands to the effect, that:

"Hsu is the colorless president of the colorless republic of North China. His Government is without cash, and he himself is without men."

"Sun is the virile head of the stormy republic of South China. He is infatuated with Western ideals."

Chang, a monarchist by inclination, was anomalously lined up with Dr. Sun, the radical, and Wu Pei-Fu, said to be a Liberal, came to the assistance of the dictator Hsu, while several other military leaders of the general standing of Wu and Chang are waiting their chance to get into the squabble. These include, according to a special dispatch from the *New York Tribune's* Washington Bureau, a gentleman by the name of Tsao-

Kun, and leaders of the "Chekiang, Kiangsu and other factions." In the meantime, complains the *Chronicle's* editor:

"The multitude of commissions created by the Washington Conference for the protection of Chinese integrity . . . are marking time. They would be glad to turn back a lot of occupied territory, give up a lot of concessions and draw up a lot of agreements if they could find any responsible Government with which to deal."

"In the first place, power is hopelessly divided. In the second, wherever manifested in practical form it appears to be exercised by unofficial persons."

"About the only significant, outstanding, concrete fact in the whole mess is that China has so far forgotten herself as to be employing machine-guns, airplanes and surgery."

"These form a part of modern, or Western civilization. Their employment forecasts a new era for China more definitely than her political squabbles."

Several editors agree that perhaps the most significant fact about the present mixed-up condition is that the Chinese are learning modern methods of warfare. In General Wu there seems to have developed a Chinese leader of parts. Another general, a Christian fighter, is attracting even more attention. The *New York Times* observes, apropos of this remarkable man:

"An important part in the victory of Wu Pei-Fu in China seems to have been played by the Christian General Feng Yu-Hsiang,



CHINA'S "STONEWALL JACKSON."

Feng Yu-Hsiang, one of Wu Pei-Fu's generals, and a devout Methodist, is given much of the credit for the victory over Chang. He hopes to introduce prohibition, on the American plan, into China.



who is a Methodist. From the American Board of Commissioners for Foreign Missions we learn that he rules his troops and his province with great firmness. Smoking, drinking, gambling and profane language are forbidden in his army."

General Feng is called by missionaries "the Stonewall Jackson of China," observes the *New York Morning Telegraph*, and adds these further bay leaves to the Christian general's wreath:

"It was his division which turned the tide of battle, after General Wu had suffered what practically amounted to defeat. Feng came up and, falling upon Chang's right wing, soon had the Manchurian army in disorderly retreat. These meager facts are picked out of the body of dispatches. They are significant.

"China is the most densely populated country on the globe. Her man-power is almost incalculable; and in modern warfare it is not hard to make shock troops out of the raw material if the right kind of instructors are in charge.

"It may be generations before China has adopted Western methods in the daily lives and activities of the people; but China could, and may, adopt and put into practise the military methods of the West within a decade. Japan did it, and the Chinese are a more intelligent people than the Japanese, with a higher sense of honor, according to their traditions and their habits of thought.

"The world should be greatly interested in the future of China's army. It may mean much to civilization."

In the meantime, however, a good many editors seem to feel that China's peaceful settlement of its disputes, internal and otherwise, may mean even more to civilization than do the exploits of its army. There is a strong current of optimism in the comment. It may reasonably be believed, in the opinion of the *Philadelphia Enquirer*, that "the situation has been beneficially simplified and substantially improved by General Wu's victory." This journal notes with approval:

"To judge from the way in which he has acted since he assumed control of the situation, General Wu, who is a soldier pure and simple and nothing at all of a politician, is not actuated by any inordinate ambition, and is not intending to improve the opportunity in his hands for his own personal advantage. Instead of setting up a dictatorship, as he could easily have done had he so desired, he extended his support to Hsu Shih-Chang, the actual President, and went no further than to insist upon the removal from the Ministry of the three men, including Premier Llang Shih-Yi, whom he mistrusted. He has announced that it is his intention to liberate China from its militaristic incubus, and his program includes the disbandment of the provincial forces; the formation of a small army to be used for defensive purposes only by the Peking Government; and the convocation of a Parliament to be chosen by the people by which arrangements will be made for the installation of a successor to President Hsu Shih-Chang."

Sao-Ke Alfred Sze, Minister at Washington representing the Peking Government, agrees that Chinese affairs are improv-

ing, and will improve even further if Dr. Sun comes to time. "Personally, I think too much attention has been directed to the present unrest and disarray," he says in a bulletin sent out from his headquarters at Washington. "In an organic change in the life and habits of a nation there follows always a period of national readjustment in the guise of disturbance and unrest." Ma Soo, on the other hand, representative of the Canton, or South China, government of Sun Yat-Sen, states in an interview that "It must be admitted at the start that the Peking Government represents nobody," and that one of the first moves in any permanent improvement of Chinese conditions must be its complete elimination. Ma Soo also calls attention to the fact that American missionaries in China are backing Wu's campaign, a sure sign, in his opinion, that predatory American business interests are hoping to cash in on the victory.

The *Providence Journal* is glad, at least, that "General Wu is frankly anti-Japanese," and gives evidence of being a man who has set out "honestly to form and maintain a government that will most actually realize the needs and desires of the Chinese people." Even more optimistic and complimentary is the *New York Evening Post*. It comments in an editorial headed, "The Mystery of Sun Yat-Sen":

"Wu Pei-Fu's victory near the gates of Peking was a victory on two flanks, in more than a geographical sense. It was a victory over reactionism as represented by Chang Tso-Lin and over advanced liberalism as represented by Sun Yat-Sen, arch-radical and head of the Government of the South. China is so much of a puzzle in general that we need hardly go out of our way to hunt for special puzzles. And yet there is the mystery of why Sun Yat-Sen, one of the first of China's patriots, a former President of the Republic, should have made common cause with a Manchu ex-bandit strongly suspected of being in the Japanese pay.

"One conceivable answer is in the extremist psychology which finds illustrations outside of China. Left Wing will sometimes cooperate with Right Wing, as in Germany not so long ago when the Monarchists were not at all displeased by the activities of the Communists. But it is only a desperate partizanship that will play that kind of game. There is about Sun Yat-Sen a strong suggestion of De Valera in the subordination of national unity to personal ideology.

"In Russia to-day the chief hatred of the Monarchists is directed not against the Bolsheviks, but against the Center, the moderate mass that thinks nationally instead of in terms of partizanship. Extremists are less afraid of the counter-extremists who play into their hands than of the middle-of-the-road men. Such a man of the Center in China would now seem to be Wu Pei-Fu geographically and in ideas. His victory would thus hold out the promise of a unified and progressive China."

THE TEMPEST OF TEAPOT DOME

IS SOMETHING BEING "PUT OVER" on the people of the United States in the matter of the Teapot Dome, Wyoming, naval oil reserve lease to private oil interests? Both Democratic and Republican editors are asking the question. Secretary of the Navy Denby and Secretary of the Interior Fall agree that the geological structure of the dome is such as to permit its pools to be drained by wells in the nearby Salt Creek area, and that the Government, by leasing this rich oil-bearing area of some 9,000 acres for a period of years on a royalty basis, is making a bargain that will save millions. Independent oil experts, on the other hand, claim that the private producers to whom the Teapot Dome area has been leased will make a profit for the lessees of at least \$2,000,000,000, and that there is no danger whatever that oil from the dome is being or will be drained by contiguous wells. Officials of the Geological Survey, according to the Washington correspondent of the *New York World*, "insist they were unanimous in agreeing that the Teapot area could not be drained by drilling wells in the vicinity," while Secretaries Fall and Denby say it was on the strength of a report by a Government expert to the exact contrary that the lease was entered into.

The reviews of this matter in the press recall that the Teapot Dome field was one of the three great Western oil areas taken over years ago by the Government to conserve a supply of fuel for the Navy. The Taft and Wilson administrations, particularly the latter, were kept fairly busy, it is said, resisting encroachments upon the three oil areas by private oil interests. When, in 1914, Secretary of the Navy Daniels reported to the President that coal was to be superseded by oil as Navy fuel because of its superior steam-producing qualities and other economies, it was decided by the Wilson régime not to lease the oil reserves under any circumstances. Under the present Administration the Taft and Wilson policies of conservation were reversed, and the three oil reserves leased. The royalties, as we read, range from 12½ to 50 per cent. in the Teapot area, and the lessees agree to construct a pipe line connecting with other pipe lines from the mid-continent oil fields to the Central West. The first twenty wells are to be begun within six months, and if oil in paying quantities is not found the lessees are required to drill two more twenty-well series. The Government, moreover, is to have the privilege of exchanging with the producing company crude oil for fuel oils suitable for Navy use, and with the understanding that the producing company shall deliver such fuel oil to naval vessels at any designated point between Maine and Cuba. The amount of royalty oil which the Government is expected to receive will be approximately 27 per cent., say independent experts.

The charge that Secretary Fall conducted secret negotiations with the oil interests for the exploitation of the Teapot Dome oil fields is made by the Democratic *New York World*, and an investigation has been ordered by a unanimous vote of the Senate. A political turn has been given the matter by reason of the fact that Mr. Daniels, while Secretary of the Navy, stubbornly op-

posed leasing these areas. "If all that is hinted at is true, Mr. Harding has a scandal of the first magnitude on his hands," declares the Independent *New York Globe*. "Certainly the affair ought to be probed root and branch," believes the *Manchester Union* (Ind. Rep.), and the "bitterest sort of a controversy" is predicted by the Washington correspondent of the *New York Tribune*.

One of the most outspoken opponents of a lease is Senator La Follette (Rep.), of Wisconsin. "If the two Secretaries considered proposals from a number of prominent oil companies and individuals before awarding the lease, why were the proposals not made public?" asks the Senator from Wisconsin. "Moreover, why was the lease signed on April 7 and all information regarding it withheld from the public until April 21, when its existence was finally admitted in response to a resolution of inquiry passed by the Senate?" Other critics are ex-Governor Brooks, of Wyoming; the present Governor; the State Geologist, who believes there is practically no possibility of draining Teapot Dome through nearby wells, and Senator Kendrick (Dem.), of Wyoming. "The opinion of no geologist has yet been presented in support of the opinion that Teapot Dome is being tapped," asserts Senator Kendrick, "while all the independent oil operators who have knowledge of local conditions are a unit in saying that there is no possibility of the Dome being drained by any well that has yet been drilled."

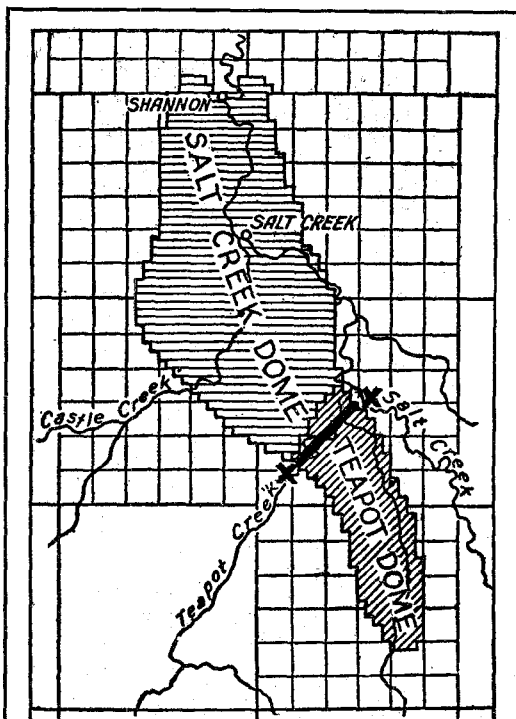
"True, the Government is to receive a royalty on each barrel of oil produced," admits the *New York Evening World* (Ind. Dem.), "but who wouldn't pay 50 cents a barrel for crude oil that sells for several dollars?" Another objection of this paper is that "an air of mystery enshrouds the whole transaction." And "Secretary

Fall will find this policy of secrecy costly," thinks the *Baltimore Sun* (Dem.), "because the growing tide of opposition will feed more quickly on suspicion and secrecy than if negotiations were conducted in the open." As the *Richmond Times-Dispatch* (Ind. Dem.) remarks:

"Instead of leaving the oil in the ground, where it has accumulated for uncounted centuries, and is as safe as anything can be in the material world, the Administration has decided to drain the lands and divvy up with the contractors.

"This is not being done because the Navy is in immediate need of the oil—not at all. There is a superabundance of oil to be had at low prices, and the visible supply is sufficient to meet all Navy needs for a decade or more."

While there have been many verbal broadsides similar to the foregoing, mostly from Democratic sources, Republican editors apparently have been withholding their fire. "All the foregoing charges are too grave to permit a hasty editorial judgment," in the opinion of the Independent *Syracuse Herald*, and to the *Chicago Daily News* "the royalties exacted from the lessee, ranging from 12½ to 50 per cent., seem fair." Furthermore, President Harding, himself, according to the Washington correspondent of the *New York Herald*, believes that the interests of the public have been protected in every way, and that the lease is much to the advantage of the Navy, and that it will bear the most intensive scrutiny by either friendly or unfriendly eyes.



MAP OF SALT CREEK OIL FIELD.

The heavy line between Teapot Dome and Salt Creek Dome indicates a water line which opponents of the lease of the Navy's oil reserves claim makes drainage into Salt Creek private fields impossible.

SOVIET SKULDUGGERY SCENTED HERE

THE RUSSIAN SOVIET SLUSH FUND of several millions which Samuel Gompers declares is being used in the United States to spread propaganda and pay bribes is, in the opinion of several American editors, merely another method of "boring from within" to disrupt the American Federation of Labor, of which Mr. Gompers is the president. The plan, charges the National Civic Federation, of New York, "contemplates the selection as 'key' men of 1,000 disaffected revolutionary trade unionists in as many localities, who in turn are to round up all sympathetic members of their respective unions." Present leaders are to be ousted, and the unions disrupted generally. The person behind the scheme, agree the Civic Federation and Mr. Gompers, is William Z. Foster, leader of the last steel strike, and the main object, it is said, is to oust Samuel Gompers as president of the labor organization, because of his protests against recognition of Soviet Russia. The fact that Foster, who had no money, visited Soviet Russia, and after returning to this country established a magazine in Chicago as the official organ of the Trade Union Educational League, is pointed out by both the Federation and Mr. Gompers, as proof that he is spreading Bolshevik propaganda among the workingmen of the United States.

But the charge by Mr. Gompers "should not be taken too seriously," thinks the *Chicago Socialist*, "for Samuel has a habit of making loose statements." Besides, maintains this labor paper, "in view of the general practise of foreign governments it would not be surprizing to learn that Russia is following the example of England, France, and other European countries in spending money to put their case before the people of the United States." The purpose of the Gompers statement, *The Socialist* continues, is to prevent recognition of the Soviet Government and the resumption of trade relations, and this in turn "will delay the restoration of normal industrial conditions and thereby work an injury not only to the workers of all countries, including the United States, but to civilization itself."

These opinions agree with those of the editor of another labor paper, the *Schenectady Citizen*, who asks Mr. Gompers to be "more specific and state names, figures and dates." The *New York Herald* suggests that Mr. Gompers is "tuning up" for his annual campaign for reelection, and the *Socialist Milwaukee Leader* hints that "in all probability Gompers could tell a few things about Allied propaganda if he wanted to." In *The Leader's* opinion—

"Whatever may be the facts about Soviet propaganda which Gompers claims to have, we should like to see them and the facts about Allied propaganda both uncovered to the public gaze. We predict that if such an exposure ever takes place, the Soviet propaganda will look small and sick compared with the Allied propaganda."

Mr. Foster denies with considerable heat that he is undertaking to construct a political machine with Soviet money for the purpose of undermining the American Federation of Labor or any other organization. Moreover, he demands that Mr. Gompers "make good." It is the opinion of Mr. Foster that Mr. Gompers is "suffering from an anti-Russian complex." And he goes on:

"Either Mr. Gompers must prove his statements and inuendos or stand convicted of flagrantly unfair propaganda. As far as the books of our organization are concerned I stand ready to submit them to any reputable auditing company, who will be given every opportunity to examine into our sources of revenue."

"Mr. Gompers's charge about my building a great secret machine to undermine the American Federation of Labor movement is ridiculous. The fact is that the Trade Union Educational League, the body which Mr. Gompers has in mind, operates in broad daylight."

"A factor making for Mr. Gompers's blast is that he fears the new spirit of progress now taking shape among the rank and file of the trade unions all over the country. Under his leadership the trade union movement has come to a standstill politically, industrially and philosophically. The Trade Union Educational League is working to break this deadlock."



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"I DEMAND THAT MR. GOMPERS
MAKE GOOD ON HIS INSINUATIONS."

Says William Z. Foster, denying that he is building, with the help of a huge Soviet slush fund, a secret machine to undermine the American Federation of Labor movement.

The *Buffalo News*, however, wonders if Mr. Foster isn't "suffering from a pro-Bolshevik complex," and *The Express* of that city reminds us that "because of the good work Mr. Gompers has done in combating the spread of Bolshevism among American workingmen, his strong attack upon the new phase of the Bolshevistic movement must be read with great respect as the warning of a man who has studied the subject closely and appreciates its menace." As for Mr. Foster's denial, we read in the *Detroit Free Press* that—

"He would have been more convincing if he had omitted his remark about the anti-Russian complex. Here he went just a little too far for good strategy, and left the impression that whatever else may be in his mind, certainly no hostility to Bolshevism lurks there. He has no 'anti-Russian'—that is to say, no anti-Soviet—bias."

"Indeed, when we remember the record of Mr. Foster as a leader in the steel strike and take into consideration the extreme character of a good many of his utterances, he seems to have made out something like a prima facie case against himself."

Mr. Gompers is fighting Bolshevism in this country, according to the *Chicago Post*, "with an adroitness which proves that the veteran labor leader has lost little of his

cunning with the passing of the years." And "those who seek to outwit him will have to rise very early in the morning even on daylight-saving time," notes the *Utica Press*. Turning to the *Indianapolis Union*, a conservative labor paper, we find it confident that Mr. Gompers "has the goods and is prepared to come forward with the data if called upon." He "has been in public life too long to make foolish statements," it avers; and it predicts that when the time comes "he will present to the country an array of facts that will startle the most skeptical."

A wide reading of editorials discloses the fact that editors in general are not greatly disturbed by reports of Soviet propaganda, tho not a few appear to be concerned regarding organized labor. The *St. Louis Star*, for instance, believes that—

"If there ever was a time in the history of American industry when the wage-earners of the country needed unity of purpose and a solid front, it is to-day, when certain influential groups of capital are openly engaged in a battle to break down unionism in the United States. Not only first-class leadership is needed, but it must be a sane and conservative leadership, and any swing to radicalism would be well-nigh fatal to organized labor at this time. If for no other reason, the present leaders of the American Federation should be maintained in command because of their experience in dealing with similar crises."

TOPICS IN BRIEF

THE red turns pale when put next to the long green.—*Washington Post*.

IN Charles W. Morse's case the pardon came too early.—*New York Tribune*.

THE gambling season will open soon. Cantaloupes are on the way.—*Milwaukee Journal*.

ABOUT the only bone-dry spots in the United States are some of the oil wells.—*New York Tribune*.

GERMANY'S "floating" debt of 276,000,000,000 marks is getting into the submersible class.—*Wall Street Journal*.

ONE thing beyond the power even of this great nation is to effect a peace with Senator Borah.—*New York Tribune*.

ANOTHER strange thing is our dry land extends three miles out into the ocean.—*Newspaper Enterprise Association*.

RUSSIA has an idea she is showing her friendliness by expressing her willingness to borrow money.—*Philadelphia Evening Public Ledger*.

AN Egyptian mummy with bobbed hair has been found. They are digging for the galoshes now.—*Newspaper Enterprise Association*.

NOW Sweden has told Emma Goldman to move on. It looks like Emma is going to see quite a lot of the world.—*American Lumberman*.

WINSTON CHURCHILL says the British Government is keeping a watch on Ireland. What they really need is an alarm clock.—*Manila Bulletin*.

THERE is a glacier in Alaska which moves downward at the rate of three feet a year. They call it "The Cost of Living."—*New York Tribune*.

A GERMAN chemist says he can supply imitation coal at half price. That's nothing. American enterprise supplies it at full price.—*The American Banker*.

WE wish the Genoa Conference every success, but we can't help observing that the Atlas Powder Company has started running full time again.—*American Lumberman*.

A NATURE magazine estimates that there are only two birds to every acre in the United States. This may be because there are more than that to every hat.—*Washington Post*.

"THE United States can not turn her back on the world," says President Harding. Well, even after this love feast it wouldn't be the safest thing to do.—*Manila Bulletin*.

SOME folks are worried because Turkey will still have one foot in Europe. Cheer up, she's had one foot in the grave for centuries and never got any further.—*Manila Bulletin*.

THE man with a political bee in his bonnet often gets stung.—*Charleston Gazette*.

EVERY week is clean-up week with the visiting highwaymen.—*New York Tribune*.

THESE are apparently trying days for every one save the criminal.—*Asheville Times*.

LIGHT travels inconceivably fast until it encounters a human mind.—*Wall Street Journal*.

BEFORE the next peace conference it would be advisable to hold a couple of rehearsals.—*New York Tribune*.

MR. HEARST'S contribution to Music Week is a vocal number entitled "I Hear Me Calling Me."—*New York Tribune*.

HAS anybody obtained a ruling on the birthday of a baby arriving at 12:30 A. M., daylight-saving time?—*Boston Herald*.

LYDD GEORGE fears another war, and just as Jack Dempsey was hoping to make a protracted stay in Europe.—*New York Tribune*.

FINE thing about a 16-year-old flapper is she will outgrow it 20 years from now when she is 25.—*Newspaper Enterprise Association*.

LADY ASTOR says the flapper is all right, thus confirming the information that has been supplied us by the flapper.—*New York Tribune*.

THERE are no flappers in the spirit world, says Conan Doyle. What do the older people talk about?—*Philadelphia Evening Public Ledger*.

GERMANY and Russia having decided to get together, what they will get together is the question that agitates Europe.—*Weston Leader*.

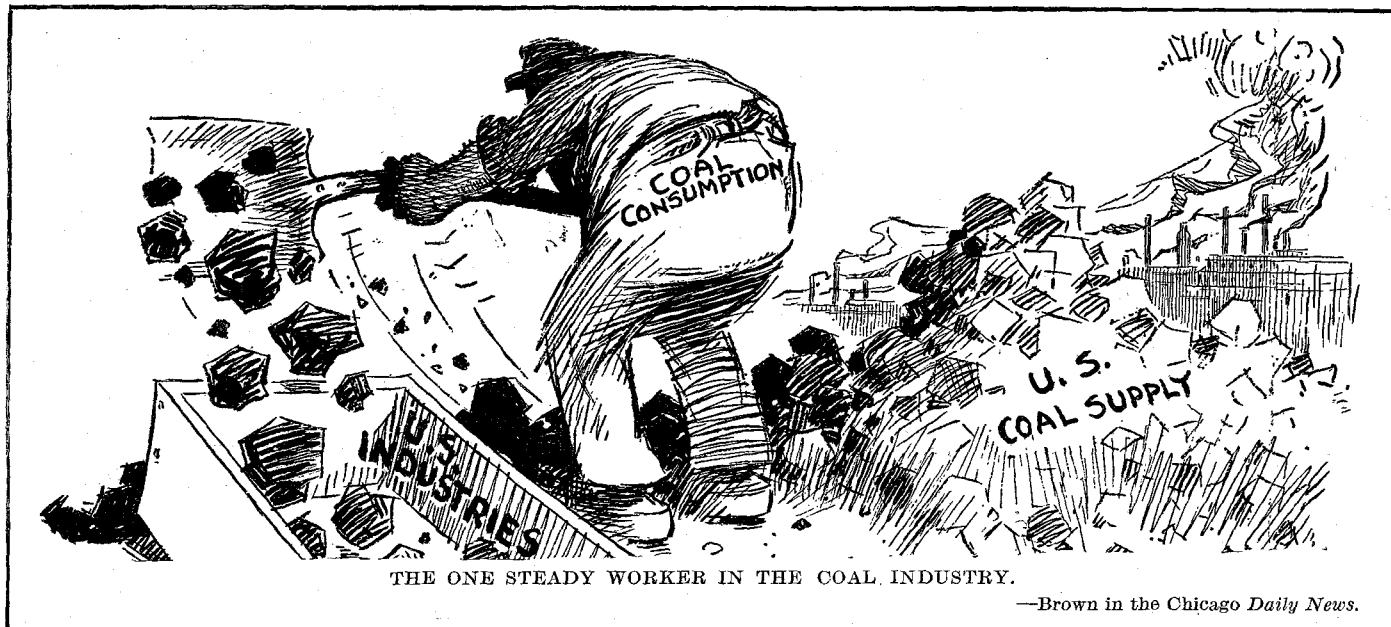
THE door recently opened to peace in Ireland seems to be functioning more as an exit than as an entrance.—*Norfolk Virginian-Pilot*.

ONE American dollar is worth 2,750,000 Russian rubles. However, it doesn't follow that 2,750,000 Russian rubles are worth one American dollar.—*Weston Leader*.

"FEWER rags than for many years will be seen in ballrooms this season," say the dancing masters. We wonder if they are referring to dances or clothes.—*Manila Bulletin*.

GENERAL PERSHING recently made a seventy-mile horseback ride. He was probably looking for what Congress has left of the United States army.—*New York Tribune*.

POLICE COMMISSIONER ENRIGHT, who has denied that there is a crime wave in New York, is now taking measures that suggest he has discovered a few ripples.—*Boston Transcript*.



—Brown in the Chicago Daily News.

FOREIGN - COMMENT

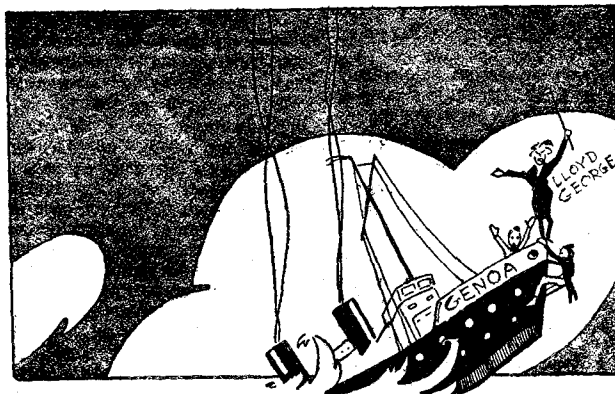
THE RUSSO-GERMAN TORPEDO AT GENOA

NO CRIES OF JUBILATION in the German press greeted the disclosure of the Rapallo Treaty between Germany and Russia, it is remarked by some adverse critics, who say the Germans have learned that the only mistake they made in the sinking of the *Lusitania* was "giving vent to rejoicing." "This second *Lusitania* feat," as some Jugoslav newspapers term it, rather inclines German editors to "explain, apologize and minimize" what is now known as the "Russo-German torpedo at Genoa." Meanwhile Paris dispatches advise us that the Allied Reparation Commission has notified the German Government that there is nothing in this particular agreement which seems to violate the terms of the Treaty of Versailles, and therefore no intervention is required. But it is also stated that the Commission has "made it plain that if the provisions of the Rapallo

Treaty, when put into effect, jeopardize the interests of any of the Allies, Germany might be called upon by the Entente to nullify the treaty or any part of it." Parallel with the Rapallo Treaty, we learn from Berlin dispatches, the Russians and the Germans have negotiated a consular treaty of "far-reaching commercial and economic purport." Of the Rapallo Treaty the *Koelnische Zeitung* declares the excitement it caused abroad resulted in much misjudgment of its provisions and tendencies, and it adds:

"As far as the material contents of the treaty are concerned from the German point of view, they present no cause for excitement. The treaty itself has nothing to do with the Genoa Conference. It was lying in Berlin for eight weeks before the conference opened, all ready to receive the necessary signatures, and even its stipulations were well known. At that time—as it was announced to all the world—the representatives of the Soviet Government were in Berlin and negotiations were going on regarding the agreement. The fact that the leaders of the Soviet Republic met our representatives for the first time at Genoa brought about a closer understanding on different points. That the treaty was signed there ought not to have created a shock."

The *Koelnische Zeitung* goes on to say that the foreign press, particularly the French, do not conceal the aim of their attacks, and avers that "when the French press says that the Cannes resolution must be assailed, it is no doubt the third paragraph, point 3.a., they are hinting at. Here it is said that all debts and public obligations of the pre-Bolshevik régimes must be acknowledged and all damages resulting from confiscation will have to be made good by Russia." The German Government "dis-



L. C. G. G. G.

THE NEW RECORD IN GERMANY'S GOLDEN BOOK.

GERMANY TO RUSSIA: "This is my best hit since I torpedoed the *Lusitania*."

—The Vreme (Belgrade).

claims both of these in the first paragraph of the treaty on basis of mutuality," according to this Cologne daily, which is convinced that "Germany had a right to conclude such a treaty even if it is damaging to Entente interests that she negotiate with Russia."

The *Frankfurter Zeitung* is skeptical as to the real meaning of the Genoa Conference as long as Germany has been excluded from the deliberations affecting Russia, and believes the barring of Germany from participation in the sub-commission of the First Political Commission was an arbitrary act on the part of the "chief opponent of the Russo-German Treaty." Here France is meant, which is said to have "succeeded in securing the support of a group but not of the conference as a whole," and this journal proceeds:

"Against this tendency we must warn our delegates to exercise caution. The Entente and even some neutral Governments regard our concluding a separate treaty with

Russia as disloyal toward the other participants of the conference. We may reply to this charge that the Entente were the ones to begin separate negotiations with the Russians, taking no notice of Germany. As a matter of formality either charge may have some foundation. As a political *coup*, it can withstand all objections."

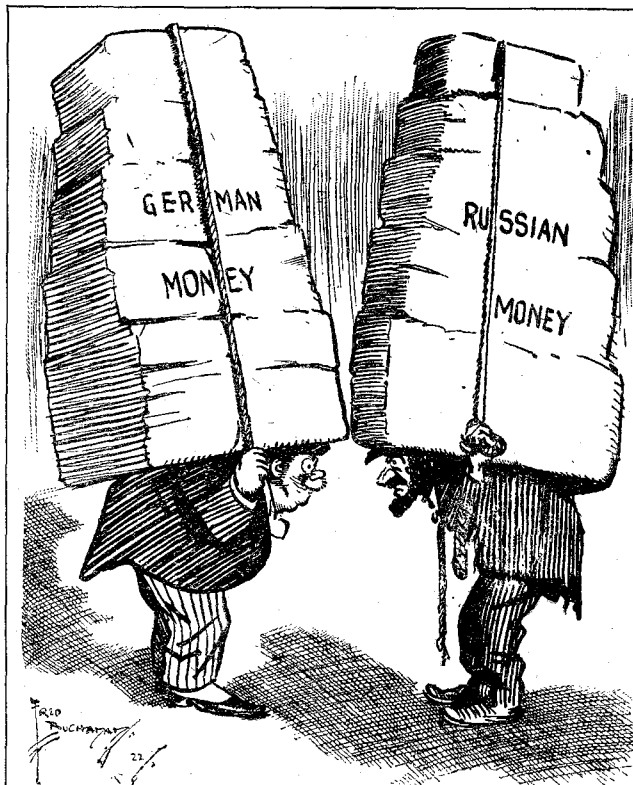
The *Frankfurter Zeitung* also asserts that if the conference succeeded in making a collective bargain with Russia, the principal Powers "would have laid a ready-made program before Germany and some of the other countries as well, and none of these would have had a chance to promote their individual interests." "The German delegation," it says, "would have had to accept the dictation of the victorious Powers as to her future relations with Russia, instead of concluding a treaty that covers Germany's proper interests." The Socialist *Vorwaerts* is of the same opinion as its bourgeois contemporaries, and assures us that Germany had a perfect right, moral and political, to conclude a separate treaty with Russia as long as it does not interfere with other nations making similar treaties with the Soviet Republic, and it argues:

"The treaty does not permit Germany to interfere in Russia's internal affairs. On the contrary, strict neutrality is the term employed as to her attitude toward Russia. As a commercial treaty with Russia was not only a necessity, but also the desire of the working classes as well as of the industrialists of Germany, we may expect that the German people in general will endorse the treaty without reservations. As to its effect on foreign countries—it is already evident that they do not think the signing of the treaty was properly timed."

The Berlin correspondent of the Paris *Temps* reports that the German public is confident that the Rapallo Treaty is a "defini-



GIVING US ALL A "TURN."
 "The Bolshie-Boche Double-Shuffle."
 —The Bystander (London).



RECIPROCITY.
 "I'll change my load for yours!"
 "What's your load?"
 "Paper."
 "So's mine!" —Pall Mall Gazette (London).

ENGLISH CARTOON VIEWS OF THE RUSSO-GERMAN PACT.

tive victory for Germany," but much concern is expressed in some quarters that the joining with the Soviet Russians signifies so much to the German Communists and German National Bolsheviks who are "delighted to see Germany arm in arm with Soviet Russia." In Parliamentary circles more reserve on the Treaty is met with, according to this informant, who says that the deputies of the majority do not wish to express hostile criticism of Wirth and Rathenau, but one deputy was heard to quote a German proverb about the Russo-German Treaty to this effect: "For a pigeon on the roof, Germany let go a sparrow in her hand." Anglicized this would indicate that Germany has failed to realize that a bird in hand is worth two in the bush. Also a Nuremberg professor, Martin Spahn, is quoted by the Paris *Temps* correspondent as saying that "the German Government has committed a great fault by unnecessarily irritating France and England, and this imprudence will surely be followed by an energetic counter-offensive to the detriment of Germany." Professor Spahn is also of the belief that "it is impossible now to expect France to permit consideration of the reparation problem at Genoa." We read further that 20 deputies of the Right in the German Reichstag brought up the question of the "preponderance of the Jewish element in the German Delegation at Genoa," which they charged, "amounts to 33 per cent. of the whole delegation membership." This correspondent tells us also that the coming opening of the frontiers between Russia and Germany is causing grave disquiet to the German sanitary authorities on account of disease conditions in Russia, and one medical officer characterized the Rapallo Treaty as the "typhus alliance."

In France a representative view is expressed by the Paris *Journal de Débats*, which says that Germany and Russia have "ousted themselves from the Genoa Conference" by the mere fact of the Rapallo Treaty. From the moment that they "began to come to understandings between themselves, that could not

but affect matters of the first importance under discussion at the conference, they made it impossible for the other Powers to treat with them." Through their own initiative they have formed "one of those European groups which Mr. Lloyd George was anxious to prevent," but in the opinion of the *Journal de Débats* such groups are in the nature of things and it is vain to attempt to round up the world in one little household. The truth is that nations come together through mutual affinity and not through prescribed rules, according to this influential Paris daily, which wonders what Mr. Lloyd George really thinks of the Russo-German "initiative."

In England the London *Daily Telegraph* considers the agreement as "a testimony alike to the astuteness of the Russian delegates and to the short-sighted folly of their German colleagues whose action can not but vastly intensify the distrust of Germany which is the dominating feature of French policy." This London daily tells us further that the Germans have "placed all the mediating influences at the conference in a position of extreme difficulty and have inflicted a severe setback on the strenuous and unceasing efforts which have been made by Mr. Lloyd George to lead all the parties at Genoa forward in the path of conciliation and mutual cooperation." We read then:

"It remains to be seen how far their wholesale sacrifices of Germany's interests will receive adequate compensation at the hands of those to whom they have surrendered, and it will be instructive also to discover, as we shall in the course of the next few days, what is the view taken of this extraordinary action by the representatives of Germany's great industries. The clauses of the Treaty which provide for the abandonment of all claims for compensation in respect of the Soviet confiscations of foreign property in Russia amount to a betrayal of all the principles which have hitherto governed international obligations, and are, in effect, an endorsement of the Bolshevik doctrine and practise hitherto condemned in every civilized state, as striking at the roots of organized society."

JAPAN'S EXIT FROM SHANTUNG

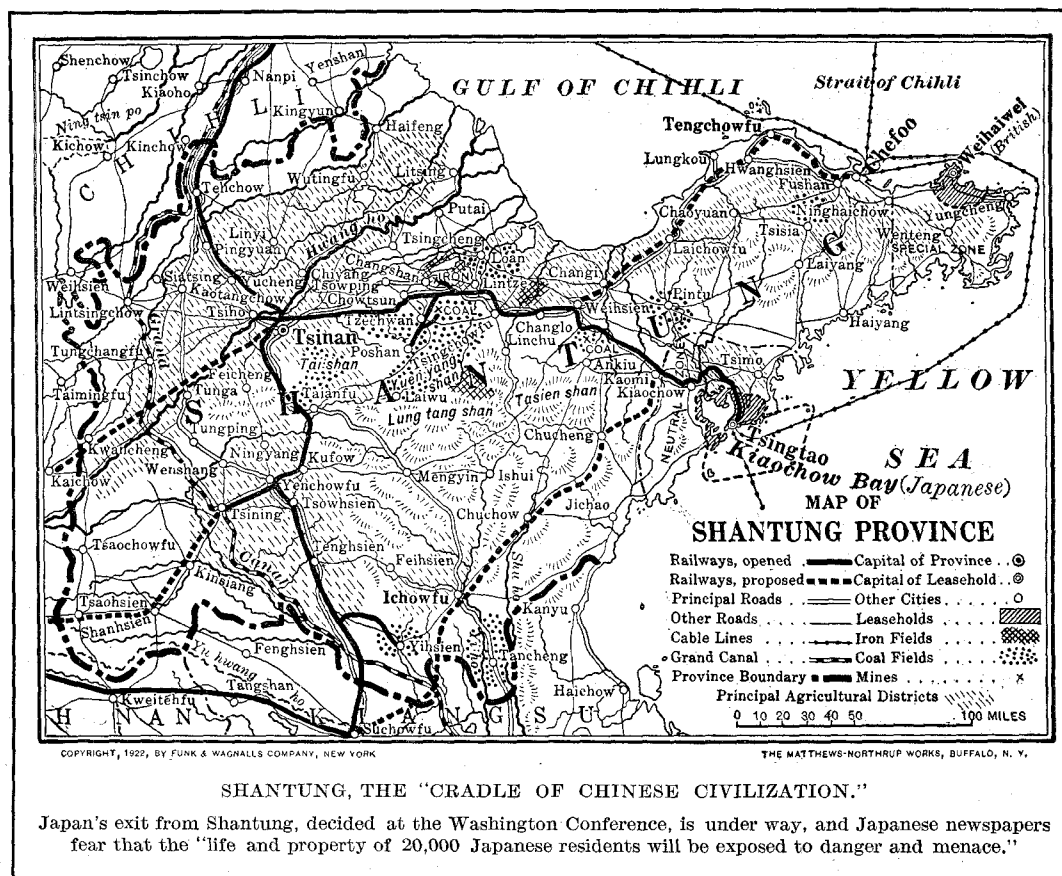
THE FIRST MEETING between the Japanese and Chinese committees on the withdrawal of Japanese troops from Shantung was held March 23rd, and five days later the articles of agreement were signed. Such speed is unprecedented, we are told, for former negotiations between China and Japan have always proceeded at a snail's pace. Of course much credit is due to the Washington Conference, which decided the fundamental principles of the retrocession of Shantung, say Japanese editors, but they flatter themselves that after all the "speedy conclusion of negotiations is more substantially attributable to a great concession made by Japan relating to the problem than to the sincerity of China." Of course the Chinese delegates were sincere, rather grudgingly observes the Tokyo *Chugai Shogyo*, for they realized that the settlement of the problem will have "a serious influence upon the abolition of extra-territoriality in China in the event that peace and order fail to be maintained in the Shantung Province." But to this daily "Japan's sincerity throughout the negotiations reigned supreme." In fact, "Japan's attitude is not only sincere but humiliating," and we read:

"Japan ate humble pie in the Shantung problem, more especially in the withdrawal of her troops from Shantung. The lease of Kiaochow and the Shantung Railway is not retroceded to China but is abandoned. All the efforts of Japan in Shantung have been sent to the devil through the humiliating attitude of the Japanese Government, but it is already a story of the bygone days, and we do not cry over spilt milk. The momentous problem that needs a painstaking study at the present juncture is how to protect the Japanese residents in Shantung and along the Shantung Railway with large business interests and investment. The life and property of twenty thousand Japanese residents will be exposed to danger and menace after the withdrawal of the Japanese troops."

That the Japanese residents in Shantung do not expect much from the Chinese troops, or police, who will take the place of the Japanese troops, is the rather slurring suggestion of the *Chugai Shogyo*, which tells us that "many weird rumors are persistently circulated among the people of Shantung concerning the maintenance of peace and order in the province after the withdrawal of the Japanese troops." Without disclosing the source of such rumors, a consideration generally affecting rumors, this journal proceeds:

"It remains a question whether the Chinese police or soldiers can maintain peace and order. If the perfect guaranty of the Chinese authorities be obtained concerning the responsibility to be borne in connection with the maintenance of peace and order along the Shantung Railway, the evacuation of the Japanese troops will be made as quickly as possible. The administration of Tsingtao as well as of the Shantung Railway will be transferred to the control of the Chinese Government authorities upon the withdrawal of the Japanese troops and the majority of the Japanese residents will at that time either return home or go to Manchuria. If such a state of things occurs, Japan's trade with

Tsingtao will be divested of much of its present prosperity and Tsingtao itself will be destined to ruin after all. In carefully considering the future of Tsingtao, the port promises to rise in ascendancy with the present Shantung Railway extended to the hinterland and the proposed Hailan Railway constructed to add much to the prosperity of the seaborne trade. Opinions agree that Tsingtao promises to become an entrepôt ranking next to Shanghai in future and to occupy the largest commercial port in North China, overshadowing all other ports in existence. The fact that the Japanese make economic development at Tsingtao with their foothold firmly established there will not only tend to guide Japan's trade with China advantageously, but will serve largely to the profit and interest of China herself. It devolves upon the Government authorities to take relief measures as far as possible for the enterprises maintained by the Japanese subjects and the maintenance of the status quo. The development of Tsing-



tao owes its origin to the Teutons, but the present prosperity to which the port was raised is solely attributed to the Japanese."

The Tokyo *Yomiuri* reminds us that it was stipulated at Washington that the Chinese Government should repay the Japanese money invested by them in public properties, the Shantung railway, wharfs and warehouses, and other enterprises of public nature; and that the original price of the Shantung Railway, amounting to 5,300,000 gold marks, and of the salt fields should be repaid by the Chinese Government to Japan. We read then:

"Chinese observers are anxious for the enormous sum of money required for the taking over the interests of Japan in Shantung, and are saying that there is no necessity for China to indemnify the amount of money named by Japan, because the free investment of funds was made by Japan without China's consent, notwithstanding that Japan pledged herself to the retrocession of Shantung in the Twenty-one Demands. Should this absurd theory be left to take its course, the sincere solution reached between the two Governments concerning the negotiations for withdrawal of troops would become impossible. The indemnification of enormous amounts of money by the Chinese Government will tell severely on the Chinese people who will have to groan under the heavy burden. We can not but express our sympathy with the Chinese people at large, but think of the heavy sacrifices paid by Japan in upsetting the German foothold in the Orient and in bringing Tsingtao to phenomenal prosperity and the Shantung Railway to high efficiency."

COLOR CONFLICT ON THE RAND

THE TWENTY-EIGHT MILES OF GOLD REEF known as the South African Rand is the stage of an ominous quarrel between organized white labor and native black labor, we are told, altho the strike and attempted Bolshevik uprising there has been settled by the administrative firmness and skill of Premier Jan Christian Smuts. The Premier's analysis of the situation has been recorded previously in these pages, but an account of the antagonism between white and black labor on the Rand is considered timely by the New Zealand *Auckland Weekly News*. Conflict between white and native labor is of long standing, according to this newspaper, which tells us that the mining industry of the Rand depends fundamentally on the employment of native labor, and that colored workmen have always outnumbered the white by eight or nine to one. We read then:

"The Rand contains immense wealth. The line of outcrop extends for nearly eighty miles, and the formation is unique for regularity as regards both the thickness and the gold-tenor of the reefs. The value of the ore in the main reef series is estimated at £2,500,000,000, and it is assumed that production will continue for at least a century. But these calculations presume cheap labor. Most of the ores now being worked are low grade, and were unskilled white labor at only eight shillings a day to be employed to the exclusion of native labor the loss on the Rand would run into millions a year. Even with gold fetching a high price, the inflated costs of production due to the war have proved a heavy tax on most mines, and one of the causes of the present strike was a proposal for the partial replacement of white by native labor in semi-skilled occupations."

This touches the white labor organization on its most tender spot, the *Auckland Weekly News* goes on to say, for the traditional white policy is "to deny the native the right to rise in the industrial scale." He is to be kept always "a hewer of wood and a drawer of water," to perpetuate the system which has been picturesquely described as "paying a white man 12s. 6d. a day for painting the lower part of a telegraph pole, and a native 1s. 6d. for painting the upper part." In pursuance of this policy, whole classes of skilled and semi-skilled labor have been reserved for Europeans, and native agitations for higher pay have often been suppress with unnecessary rigor, says this journal, and adds:

"The policy of discriminating against the native and still more the arrogant manner in which it has been applied have aroused bitter feelings—feelings which disturb every South African who remembers that he lives in a country where the white people are in a minority of one to seven. On the Rand, the situation is at all times strained, and in playing with the menace of a race war the strikers run a grave risk of creating the actuality. No words more fitly describe the present danger than those with which a South African missionary recently described the native discontent: 'Let no time be lost, for at any moment a lighted match may fall and set up such a flame all along the Reef that none will be able to quench it.'"

FOR A JAPANESE-GERMAN COMBINE

BEFORE GERMANY AND RUSSIA astonished the world by their Rapallo agreement, the outlook for German trade and commerce appeared so clouded to some Japanese newspapers that the brilliant idea of Japanese-German economic cooperation became the subject of comment. The

Tokyo *Yorodzu* reminds us that it has frequently "laid stress on the necessity" of a "Japanese-Prussian economic rapprochement," and says the time is hourly ripening for concerted effort in the promotion of the business interests of Japan and Germany. Germany's science and Japan's business "convenience" joined together will make a strong force not only in China but throughout the Far East, and it adds:

"Contracts for establishing an electric machine industry in Japan are reported to have been concluded between the Furukawa Industrial Company and Siemens Schuckert and Company. By this agreement Japan will supply materials, capital and labor to the German firm which will in turn supply factory equipment, experience, technique and experts. While visiting Germany early last March, the Japanese Business Mission entered into negotiations with many influential German business men, including Hugo Stinnes and Kesler, of the Krupp Factory, for the contribution of mutual attributes following the example of the Furukawa-Siemens negotiations and also for the joint enterprises, such as

medicinal and chemical industries. These schemes are very appropriate to meet the present economic situation in both countries, and Japan will be able to make good her defects and shortcomings, and Germany to have influential methods for her economic restoration."

This newspaper goes on to speak of Great Britain's "anxiety" because Germany sought economic restoration through Russia. But the exhausted condition of Germany "through war devastation" is a factor unfamiliar to American and European observers which impresses this Japanese daily as the real reason for the obstacles to economic collaboration between Germany and Russia. Meanwhile before the conclusion of the Rapallo Treaty between Germany and Russia, Germany's prospects appeared to this daily as follows:

"Germany's interests in Russia are now gradually losing ground by the advance of Great Britain into Russia. The only orchards from which the Powers will gather manna for their war fatigue are Russia and China. To Germany more especially, Russia is the only stick on which she can lean, and the wresting away of the stick by other countries means a fatal accident to her. If the British and American hands are clearly visible in the competition for Russia, Germany's hope for economic restoration through Russia will be completely sealed. She must turn her attention to China. Germany's footholds in the Orient were, however, utterly upset by Japan and there admits of no room for her to develop in South Sea Islands and China. She is reported to have recently started activity in China, commercially and industrially, but industry without political support will not prosper. An economic combination of Japan and Germany is necessary."



"THE GREAT SOUTH AFRICAN LION
ONCE MORE ASSERTS HIMSELF."

—Daily Star (Montreal).

SCIENCE - AND - INVENTION

EVERY MAN HIS OWN TWIN

FEW PERSONS ARE EXACTLY ALIKE on the right and left sides. Some are decidedly different, as careful examination of a full-face photograph will show. Such persons, in the view of some biologists, may be regarded as the halves of twins, grown together. Had each half developed to full extent, there would have resulted two nearly identical indi-

viduals. This and other startling information about twins may be found in an article on "Mental and Physical Correspondence in Twins," by Dr. Arnold Gesell, director of the Yale psycho-clinic, contributed to *The Scientific Monthly* (Lancaster, Pa., May). Dr. Gesell reminds us that biologists have for some time accepted a classification of human twins into two distinct types: (1) fraternal or "dizygotic" twins, who may or may not be of the same sex, who show ordinary fraternal resemblance, and are presumably derived from two separate eggs; (2) duplicate or "monozygotic" twins, who are always of the same sex, closely resemble one another, and supposedly originate from one fertilized egg. The existence of both types of twinning has been indisputably established in the lower animals. He continues:

"The fact that the experimental embryologist can bring about the growth of a paired structure by a simple wound of a single limb bud reveals the fundamental nature of twinning. Of similar significance is the fact that Loeb produced a 90 per cent. increase in twins by a simple immersion of his experimental eggs in lime-free sea water, which caused the segments of the living eggs to fall apart as they were formed. Newman, likewise, regards the phenomenon of twinning as a 'very fundamental process almost universal in the field of biology. For wherever we have bilateral doubling, we have twinning in some form.'

"From this point of view every bilateral individual may be conceived as being morphologically a pair of twins. This view is

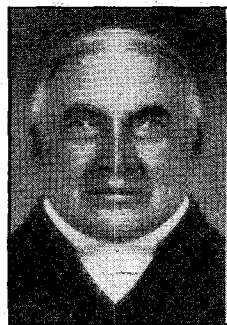
so legitimate that it need not be called paradoxical. The human individual is undoubtedly derived from a single fertilized cell. He is monozygotic in origin. From this zygote, through a process of symmetrical division, develop all his right and left hand homologous organs and the right and left halves of his 'unpaired' organs and structures. He is a product of developmental duplicity. Now in the case of true, complete monozygotic twins,

this process of duplication has been carried to such a degree that two offsprings result from the single ovum. A perfectly symmetrical bilateral individual on the one hand, and a perfect pair of duplicated individuals on the other, represent the ideal extremes of the process of twinning. Between these extremes there are many gradations and deviations.

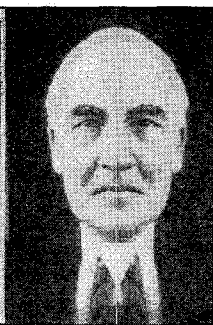
"If the balance of power is equal, the partial community of blood supply carries no penalty. But a stronger or favored embryo may appropriate an increasing monopoly of blood, so that the other degenerates into an amorphous parasite. One twin may be relatively normal, but the cotwin dwindles developmentally into a vegetative mass of malformed or unformed tissues.

"This glimpse into the subject shows that twinning actually expresses itself in two apparently contradictory end results. It may produce perfect symmetry and mirror imagery; or it may produce gross disparity. Nowhere in the study of man do we find such complete duplication of individuality, and nowhere do we find also such profound and monstrous degrees of individual difference.

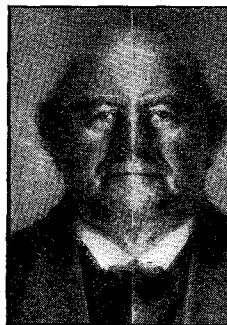
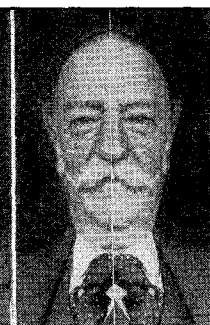
"It must be recognized that dizygotic twins may undergo secondary fusions in the developmental period and be born as conjoined twins; but true double monsters are placed more readily in the monozygotic category. Wilder holds that there is a close relation between duplicate twins and double monsters; of the type in which one twin is a degenerate parasite upon the other, and also of the lightly conjoined type of twins, who can sometimes be severed successfully by a surgical operation. Newman agrees with Wilder in the view that these are all monozygotic



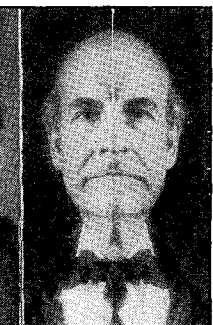
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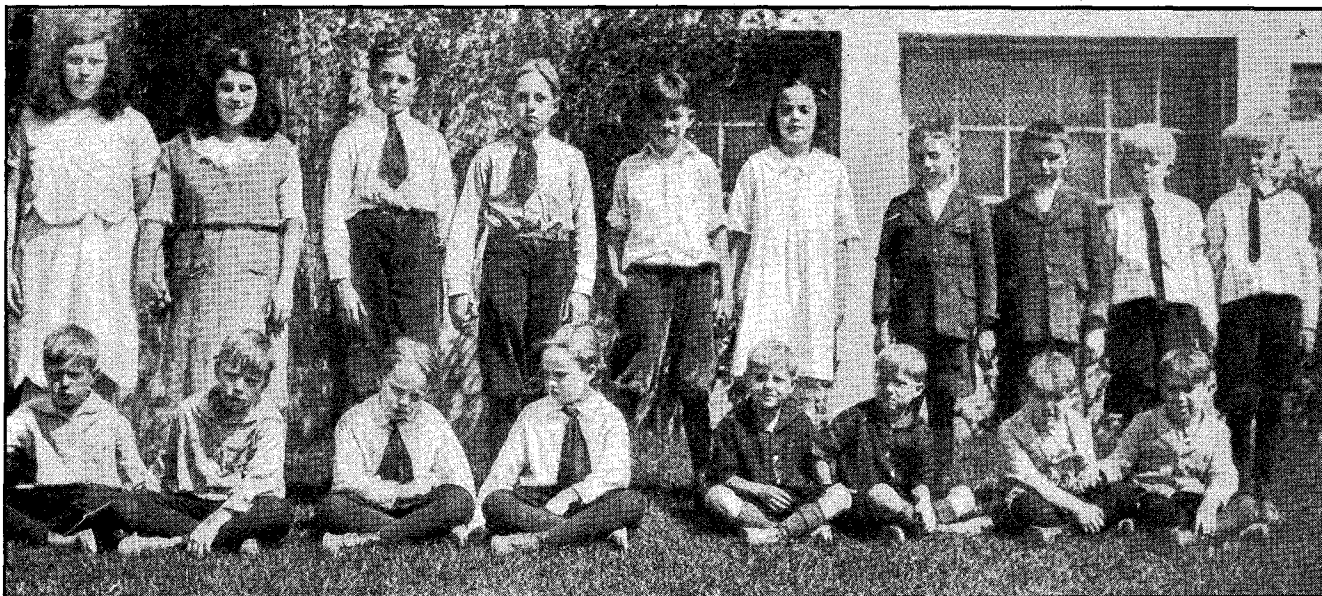
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"FEW PERSONS ARE EXACTLY ALIKE ON THE RIGHT AND LEFT SIDES."

These odd pairs of twins show the striking difference in the right and left sides of the faces of well-known people. The first picture in each case shows the right side combined with a reverse photo of itself to make a complete portrait, while the second picture shows the left side treated in the same way. "Such persons, in the view of some biologists, may be regarded as halves of twins, grown together."



P. & A. Photo.

ANOTHER TRIUMPH FOR CALIFORNIA'S FAMOUS CLIMATE: A STUDY IN TWINS.

The Sixty-first Street School in Los Angeles takes great pride in its nine pairs of twins and proves that there is no race suicide in the well-known California town. Only one pair contains a boy and girl. Note also that the resemblance becomes less marked as they grow older.

in origin, and asks the question, 'What more natural, therefore, than to infer that separate twins which are of the same sex and strikingly alike are also monozygotic?' Parenthetically it may be stated that Newman has definitely established the fact that armadillo twins are monozygotic in origin, and that twinning is a specific hereditary character in this species.

"The problem of physical and mental resemblance in dizygotic twins is more simple. Dizygotic twins must be considered merely as two contemporaneous individuals. As a class such contemporaries doubtless show a higher degree of psychophysical resemblance than non-contemporaneous siblings, but in any given pair we must be prepared to find ordinary fraternal individual differences.

"Such twins usually look no more alike than ordinary brothers and sisters, are easily distinguished by physical, mental and temperamental characteristics. Indeed, one such twin may be mentally normal while the cotwin is backward or even feeble-minded. Goddard made a study of the family histories of 327 feeble-minded individuals. Fifty-one of his charts recorded the birth of twins. In four of these cases, one of the twins was mentally normal and the other feeble-minded. There is no reason to expect duplication or identity under such conditions."

It must be remembered, Dr. Gesell goes on to say, that there are wide variations possible within either group. Neither process works with iron-clad rigidity or uniformity. Williams recognizes that single ovum twins may be produced in as many as four different ways. Moreover, we must recognize the indisputable occurrence occasionally of an ovum with two nuclei. Recently Professor R. S. Lillie has suggested that the process of development is basically regulated by some repressive influence comparable to chemical-distance action. We have Newman's general observation that in human twins, "twinning is by no means a single fixt process, but is highly variable, evidently beginning earlier and being more complete in some cases than in others." To quote in conclusion:

"These various suggestions do not suddenly clarify the problem of correspondences in twins, but they do make more intelligible the distribution of correspondences and disparities which is actually found; and they do not necessitate the denial of a relatively frequent occurrence of monozygotic twinning.

"To a clinical psychologist who is so constantly impressed with the differences which obtain both among normal and abnormal individuals, it seems almost like a violation of the laws of nature to find in one afternoon two personalities which are practically indistinguishable. From the biological point of view, however, there is no reason why such instances of almost complete duplicity should not occasionally occur. The germinal and the somatic determinations of development may be so nicely balanced during

the period of conception and cleavage, that we may have two persons who, psychologically as well as morphologically, stand for but one individual to the pair. Shakespeare might again have said, 'The apple cleft in two is not more twin than these two creatures.'"

TOBACCO SMOKE AS A DISINFECTANT

THE DISINFECTING ACTION OF TOBACCO under conditions comparable with those found in the mouth and air passages, has recently been studied by an Italian investigator, Signor V. Puntoni. The results of his experiments, which were recorded in the *Annali d'Igiene* and quoted in the *Monthly Bulletin* of the International Public Hygiene Association, may be summarized as follows:

"Signor Puntoni first endeavored to determine the effect of tobacco smoke on the most common microbes, using impregnated 'tests' of bacterial emulsions placed in a small glass box. The bacteria employed included those of meningitis, cholera, typhoid fever, and diphtheria, as well as the staphylococcus, the streptococcus, and Pfeiffer's bacillus. These varied in resistance, but all were killed in five to thirty minutes.

"In order to identify its ingredients, the tobacco smoke was filtered through cotton-wool to remove those substances which make it opaque, and the products contained in the wash water were then separated by distillation. The different qualities of tobacco examined, including cigars, cigarettes, and pipe-tobacco, showed a power of disinfection about equal for the same weight. 'Tuscan' cigars, which are composed of denicotinized tobacco, were as strongly disinfectant as ordinary cigars.

"The filtered smoke (rendered transparent by filtering through compressed cotton) was found to retain a marked bactericidal action, altho the process of filtration had entirely removed the nicotine. The bactericidal substances contained in the filtered smoke are soluble in water; one of these is formaldehyde, which distills over at 100 deg. Cent. Another constituent possessing a very considerable degree of germicidal power is pyrrol, which distills over at a higher degree.

"Unfortunately, the disinfectant action is less powerful in the smoker's mouth than in the test-tube. Signor Puntoni's experiments in this direction led him to conclude that at most there is a comparatively mild germicidal effect produced after one has smoked a very large amount of tobacco. Moreover, this applies only to the less resistant germs, such as those of cholera and meningitis. Those microbes having a resistance equal to that of the typhoid bacillus, or greater, can not be destroyed by tobacco smoke. He also regards it as a grave mistake to suppose that the germicidal action of the smoke manifests itself in the respiratory passages as a result of inhaling the smoke."

OUR PACIFIC COAST FOOD PROBLEM

HOW LONG SHALL WE EAT?" asks a Pacific coast editor who has been looking into the food situation there, and he finds that the answer is: As far ahead as we can see, if we will only irrigate sufficiently; otherwise we must import food or stop growing. This question and reply are specifically for the Pacific States of the Union and are from an article contributed to *Pacific Industries* (San Francisco) by its assistant editor, Ward C. Schafer. Mr. Schafer tells us that if the population of California, Oregon and Washington continues to increase for the next ten years at the same rate as for the last ten, 1930 will see 10,000,000 people on the Pacific coast. Of this number, approximately 6,000,000 will live in the cities, while the remaining 4,000,000 will live in the country, on farms, or in towns of less than 2,500 population. He asks:

"Will the 4,000,000 farmers be able to feed themselves and the 6,000,000 in the cities? Or will the cities be faced with the necessity of importing the bulk of their food? How great an industrial population can the West support with its own food products?"

"The West is yearly shipping out a huge surplus of agricultural products to all parts of the world. The percentage that is retained here for consumption is only a drop in the bucket when compared to the total yield. But how soon will we see the day when that surplus will diminish and the demand become so great that it will be necessary to call on the rest of the world to supply the shortage?"

"A general survey of the agricultural situation in the three Pacific coast States shows these main tendencies to mark the development during the last ten years:

"1. City population is growing three times faster than country population.

"2. The total number of farms operated has increased 23 per cent.

"3. The total acreage operated has increased only 10 per cent.

"4. The physical volume of farm products has increased 100 per cent.

"There is only one explanation of such a set of conditions—intensive cultivation and scientific farming. If a factory could increase its output 100 per cent., with only 10 per cent. more plant investment, you would say that it had a future! Yet that is just what is taking place in Pacific coast farming.

"Twenty years ago the old grain farmers fought irrigation like the '49ers fought the introduction of the twenty-five cent piece—they figured it would ruin the West. To-day, irrigation is paying them an annual dividend of \$28 an acre in increased yield on an investment of \$33 an acre. The cost of operation and maintenance amounts to an average of \$2.75 per acre, giving the farmer a net return of 75 per cent. on his investment, or rather on the investment of the irrigation district bondholders, the bulk of whom live in the cities.

"Moreover, irrigation on a large scale is like large-scale production in industry—the greater the bulk production, the less the unit cost. A concrete example is furnished by California. When the present irrigation projects are completed, the total investment will be 165 per cent. greater than in 1910, yet in the same period the average investment per acre will have increased only 65 per cent.

"That is the reason the total acreage farmed has increased so little. The farmer is only beginning to appreciate the possibilities of the ground he has been working for twenty years or more. Why should he move out onto new land and wait for development to come to him when he hasn't even begun to scratch the soil where development is already well under way.

"How close is present development following future needs?"

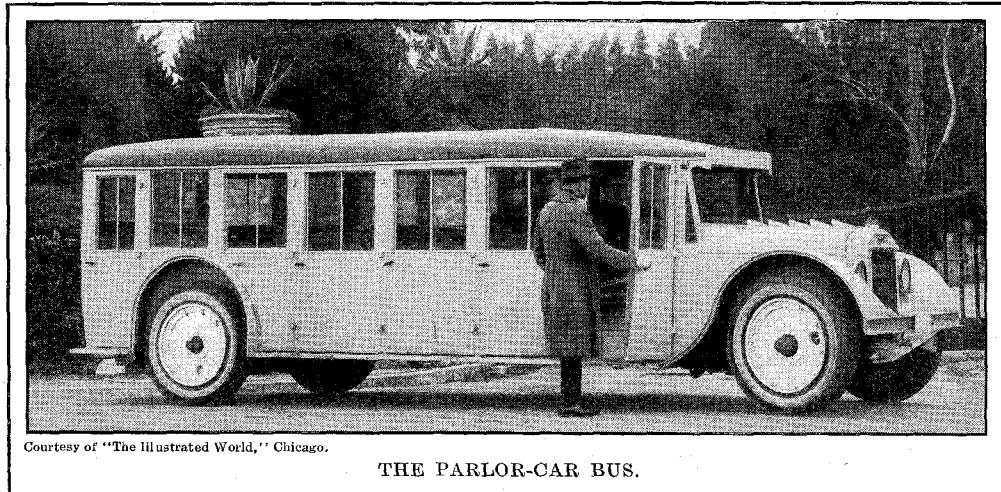
"City population has increased 65 per cent. in ten years. To support this increase it has only been necessary to improve 50 per cent. of the arable acreage that was already under cultivation in 1910.

"The cities of the Pacific coast are twenty years behind the back-country in development.

"Agriculture will always lead the procession here in the West. For every sack of wheat or barrel of flour needed there will always be two furnished from our own granaries and mills. Right now there are 700,000 acres of irrigated land and 23,000,000 acres of unimproved farm lands waiting for the cities to catch up with the supply they already have. The greater development of the West lies with the cities—the back-country will take care of itself."

A BUS LIKE A PARLOR-CAR

FOR THIRTY DAYS, says a writer in *The Illustrated World* (Chicago), the residents along the road from Oakland to Los Angeles noticed a large, white, luxuriantly furnished automobile bus passing their homes in both directions. They noticed it so often that they began to speculate as to how many busses of this same type were running. Finally, the



Courtesy of "The Illustrated World," Chicago.

THE PARLOR-CAR BUS.

question was settled. There was only one, and that one had spent the whole month in making continuous trial trips between the two cities in order to obtain actual figures on the economy and efficiency of its operation. We read further:

"The bus was the 'Silver Fox,' California's latest contribution to motor-bus designing and construction. The most remarkable feature about the car is that it is probably the first passenger-carrying motor vehicle designed as a complete and special unit for the express purpose of passenger-service. Practically all the busses in use to-day are merely bodies placed on truck chassis or are standard touring-car chassis fitted with special elongated bodies.

"The motor is specially and strongly constructed and is of sixty-four horse-power. It was built and designed for the super-bus by Col. E. J. Hall, the co-designer of the now famous Liberty motor. The motor is equipped with a governor so that it is possible to obtain a maximum speed of only fifty-two miles an hour. The motor and drive shaft are suspended from fabric and rubber pads, in place of the usual metallic contact between the propelling mechanism and the body, thus forming an insulation against the vibration that is bound to occur in a heavy vehicle.

"Another unusual feature of the car is the extremely low center of gravity, as the running-boards are but sixteen inches and the floor of the car but nineteen inches from the ground. Additional safety and the elimination of sidesway are provided by a wide sixty-eight-inch tread instead of the usual fifty-six, and by the extra large brakes.

"The interior of the passenger bus is more like a parlor-car than an automobile-bus, as it is luxuriously finished. Individual backs are provided for the upholstered seats and an indirect lighting system reflects the light against a silver-sheet ceiling. The bus has a capacity of twenty passengers. Another design that will carry twenty-nine persons is being built by the same company. This bus will be built along the lines of a one-man street-car and will be used for branch service for metropolitan street-car lines or for complete city service in small towns. Both of these models are of aluminum construction."

WHY THE MOVIES MOVE

WHY DOES A MOVING PICTURE seem continuous when the screen is in almost total darkness sixteen times a second and in partial darkness sixteen or more additional times? Why do we get the impression of motion from a series of pictures, each of which in reality is absolutely motionless? Why do the pictures have the appearance of depth when in reality they do not possess any objective third dimension? These and some related questions are discussed in *The Scientific Monthly* (New York) by Donald A. Laird, of Iowa University. Movie fans will be astonished to know that so many controverted points in physiology and psychology are concerned in what they have regarded as purely a recreational act. Taking up the question of continuity first, Mr. Laird says:

"All ordinary visual images persist for about three-thousandths of a second at the full intensity of the original stimulus, even after it has ceased to act upon the eye. Intense stimulation, such as the gas-filled bulb and the movie screen give, or long continued stimulation, causes the terminal inertia to remain for a much longer time.

"As almost universally projected at present, sixteen separate pictures are flashed on to the screen within one second. In the earlier machines, as in Edison's kinetoscope, the film was passed steadily. But with the bright illumination and large pictures now in use the picture has to be still while on the screen. Otherwise nothing but one great, big, rectangular blur would be seen.

"In order to accomplish this still projection of the individual pictures to produce the motion picture each picture is jerked before the lens one at a time.

"Altho the light thrown on the screen is interrupted thirty-two or more times each second, a positive after-image of each picture remains until the next picture is projected in full intensity on the screen. The actual period of darkness on the retina is bridged over by the retinal persistence. This is what gives apparent continuity to the motion picture.

"As the intensity of the illumination increases, the period of persistence increases. Thus, with the strong illumination which the modern electric arc furnishes, the appearance of continuity is furthered and the intervals of actual darkness are covered by brighter positive after-images than would otherwise be possible."

Dealing next with the illusion of motion, Mr. Laird notes that it can not be explained in the positive way in which we accounted for the continuity and the clearness and freedom from flicker. There is still some controversy among psychologists regarding the perception of visual motion in ordinary life. He goes on:

"Eye movements have been used for a long time to account for the perception of motion by the eye. This theory holds that the eye follows moving objects and that we get the impression of motion from the strain and tension on the six muscles that move each eye. There are objections, however, which seem to render this theory untenable.

"We must look to the nervous and retinal elements of the eye rather than to its musculature for an explanation of the perception of visible motion.

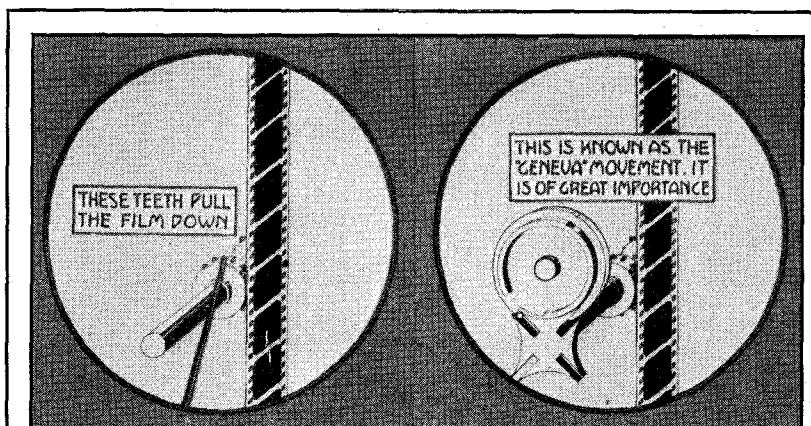
"For some time it was stated by some psychologists that there is a special sensation of motion. They neglected to search for or

indicate the sense organ which is necessary if there is to be a special sense of movement.

"If we analyze movement as a stimulus we find that it resolves itself into a series of changes in the stimulation of the retina. The eye is constantly in motion; it is never at rest for more than a few hundredths of a second at a time. Ordinarily we are completely unaware of these movements, but they have been accurately observed and studied.

"Ordinary vision is essentially momentary and cross-sections motion in various phases, just as the motion-picture camera photographs progressive phases of the action. In either instance there is no difference between the perceptions of motion. The motion itself is not seen. What is seen is the change in positions and a blur which may be looked upon as the sensory index of the change.

"The same filling-in activity of the mind is at work in reading. Only a very few of the letters in any line are really clearly seen; the remainder are supplied by the mind's integration. It is for this reason that the inexperienced proof-reader passes over error after error; in ordinary perception the eye touches only the high spots."



Photos by courtesy of the Bray Productions, Inc.

WHAT GIVES THE JERKY MOVEMENT.

At the left is the sprocket wheel that meshes into the film and makes it go. At the right is the Maltese cross device for jerking the pictures before the lens one at a time. The large upper wheel revolves steadily, the cam band holding the Maltese cross firmly in position until the pin enters the slot; then the cross is turned 90 degrees. The axle that carries the cross also carries the sprocket which meshes with the openings in the film and jerks it down picture by picture as the pin pulls the cross around one-quarter of a turn.

Going on to discuss the illusion of depth on the screen, Mr. Laird notes that we find the inner activities at work again in the flat world of the photo-play. Our ordinary environment extends not only to the right and left, and up and down, but some objects are also seen close to us, while others are far away. Just how we perceive depth was one of the first problems to receive the attention of the early experimental psychologists: He continues:

"The main criteria which we have to assist

us in the perception of depth take issue from the fact that our vision is normally binocular. Two eyes make us much more accurate in the perception of the third dimension than would otherwise be the case.

"Since the eyes are separated by a few inches, each one sees a given object at a slightly different angle from the other.

"This principle is used in the ordinary stereoscope. The two pictures on the card are taken from a slightly different angle and the resulting appearance is one of a single object in clear relief.

"It is not known how it is that these two images combine to form a perception of depth. The important thing, however, is that such is the fact.

"Motion pictures are flat and lacking in any real quality of depth. Then how is it that the observer receives the impression? While the predominant factors in the perception of depth are physiological there are still a large number of secondary or psychological factors which assist materially in building up these perceptions.

"What we have long known as perspective is perhaps the most important. It is largely this factor which gives apparent depth to flat representations. In perspective we find the integrating activities of the nervous system prominent. Altho distant objects cast a smaller image on the retina than near objects, the former are still interpreted, not as small people and things, but as of usual size but more remote.

"Distant objects are also partially hidden by those nearer the observer. Very distant objects are also seen through a haze and are higher in the field of vision. Shadows are another factor in producing the impression of relief.

"The motion pictures utilize all these psychological factors. In addition they take advantage of certain common illusions by having the action take place in the background rather than in the foreground; through this procedure the impression of depth is increased. Sometimes the action in the background is pro-



LITTLE DEVICES THAT MANY MOVIE AUDIENCES KNOW NOTHING ABOUT.

The two blades that eliminate the flicker and hide the film when it is moving, as in the center picture. If this motion were seen there would be a blur—so a shutter is used.

vided by the sea or by a breeze waving the trees. It does not need to be human action to produce the illusion.

"Paneled walls in the screen settings are popular with the directors since these enhance the perspective of lines; round tables are discarded in favor of long rectangular ones for the same reason. The rooms used in filming the various scenes are enormously exaggerated as to depth, not primarily to produce an appearance of lavishness, but that the factor of depth may be made to stand out clearer in the projected, flat picture.

"Colored projection will always be hampered not only by the expense and great mechanical difficulties involved, but also by the fact that the lag varies with the colors and it is impossible to get the smoothness that is obtained with black and white.

"The effect of depth will always suffer so long as it is necessary for the photo-play spectators to view the pictures at distances and from angles at which they were not photographed. The maximum effect of depth is obtained when one is at the same position in relation to the scene at which it was photographed. This is one reason why extreme side seats are undesirable. And at the same time no position in the auditorium is perfect in this respect, for the various scenes are photographed from different angles and distances."

WHY OLD RAILROAD TIES ARE BURNED—Why should worn-out crossties be burned by railroads instead of allowing people to take them for fuel? This question, we are told in *The Electric Railway Journal* (New York) has been answered by Samuel Porcher, general purchasing agent of the Pennsylvania Railroad. We read:

"He states that efforts have been made to interest dealers in firewood in buying the old ties, but thus far without much success. The causes appear to be that the old ties are often dirty; that they contain stone, grit and slag wedged in the cracks which might injure the saws used in cutting them; that in many cases they are partly decayed; that they are dried out and that their fiber is more or less crushed, so that they burn out quickly. For these reasons dealers have been unwilling to pay the railroad company enough to cover the cost of collecting the ties and delivering them to a point at which they could be removed. Efforts have also been made to dispose of old ties in such ways as for wood pulp purposes, for extraction of chemicals, for burning and sale of the ashes for fertilizer, and for manufacture into charcoal, but without success. Some ties have been sold to purchasers living on or near the right of way who buy them at nominal prices, usually at from 10 to 15 cents apiece. Such means of disposal is practicable only where the ties can be delivered at a public crossing or other points so that they can be obtained safely by the user and where the cost of delivering them is no greater than the nominal prices obtainable. The company feels that it can not allow the public to go promiscuously over its track and through the yards to gather up old ties, as this would be practically letting down the bars against trespassing on the tracks, an evil against which the Pennsylvania Railroad has struggled for years and which has been the cause of about half of the fatal accidents on railroads in the United States."

CONFISCATING AMERICAN INVENTIONS

FOUR THOUSAND DOLLARS AND UPWARDS is the cost of taking out the simplest patent in the foreign countries that issue patents. Taken in connection with the large annual tax levied directly on patents, this really amounts to the confiscation of American inventions abroad, thinks Edwin Hopkins, a New York inventor, who discusses this matter in a letter to *The Times* (New York). The whole matter of international patents, Mr. Hopkins says, needs the attention of our State Department. American inventors are mulcted of large annual taxes wherever they obtain patents abroad, and what with Polish, Czecho-Slovakian, Austrian, Hungarian, Jugo-Slavian, Fiumian, Roumanian, Latvian, Estonian, Finnish and the like patents to cover territory, formerly included in a few jurisdictions, they must be capitalists as well as inventors. Even the British Empire requires separate patents in Australia, Canada, South Africa and India. He explains and argues to this effect:

"There should, of course, be an international patent to cover all countries, just as there is an international copyright, to which America does not subscribe. The effect of the numerous foreign patent requirements and taxation is that foreign countries benefit by the work of American inventors, while we allow foreigners protection without any taxes. This is not a condition which should continue.

"A tax on a patent is fundamentally wrong. It is quite sufficient to tax the inventor on his income. The tax on the patent discourages invention, as the inventor is burdened with expenses that had better be devoted to further experimentation, while the prospect of taxation restricts his initiative.

"But the greatest sufferers in the restricting of invention, as well as by the policy of taxation, which seemingly gives a country the fruits of the toil of the inventors of other countries free, are the workers.

"If, for example, there is no patent protection in France for an American invention due to the inventor being unable or unwilling to foot the French tax bill, no particular French manufacturer will be disposed to take up the invention and expend money in placing it on the market when any one else may do the same and profit by the work he puts in on it and the expense of introducing and popularizing the invention. Thus French industry suffers, and likewise the trade of all countries which might find a better customer in a more prosperous France.

"An international patent office and international patent court would be of vast benefit in economic rehabilitation. Progress depends upon invention, invention upon patents. Yet a world civilized enough to have patents accommodatingly provides over fifty places where an inventor may pay fees and taxes after complying with vexatious, highly technical and expensive procedures. Now, no doubt, we shall have Irish patents; a kind of patriotism gone mad.

"Self-determination under such circumstances approaches self-extermination."

RADIO • DEPARTMENT

SAVING SHIPS WITH THE RADIO COMPASS

ONE OF THE MOST RADICAL improvements of radio in recent years is the development of the loop aerial. This consists essentially of a coil of perhaps ten turns of copper wire wound about a Maltese-cross frame to make a square about four feet in diameter. The entire apparatus is arranged to revolve on a vertical axis and may stand on a table or be suspended from the ceiling. In any event, it is usually indoors, differing thus as in other respects from the conventional aerial.

This location gives the loop aerial relative freedom from the influence of "static." But that is only an incidental, even if not unimportant, advantage. Meantime the loop is much less sensitive than the single-wire aerial. It develops efficiency as a receiving antenna only when supported by amplifying electron tubes. Granted such support, however, it reveals unique power, in that it can not only detect radio waves but can point out the direction of the transmitting radio station from which they come. When the edge of the loop is pointed toward the transmitting station, signals are loudest. When the loop is slowly revolved on its axis, the signals weaken, and they disappear altogether when the plane of the loop is at right angles to the direction of movement of the oncoming radio waves. A pointer attached to the axis of the loop enables the listener to chart the direction of a transmitting station with great accuracy.

The single-wire aerial has a certain measure of directional power, but nothing comparable to this; and for obvious reasons could not in any event compete with the mobile little loop.

The loop-aerial was used as a direction-finder during the war. Perhaps its most spectacular feat was to reveal to the British radio experts that a German ship from which signals were being sent had changed its location, suggesting that the German fleet contemplated action; with the result that the British Admiralty sent the High Seas Fleet in pursuit of an enemy that had not as yet left its base. The battle of Jutland was the sequel.

More recently, radio stations equipped with loop-aerial have been established along our coast, to give aid to ships that in fog or storm have lost their bearing. The loop-aerial thus used has come to be spoken of as a radio compass. Three stations at different points along the coast, receiving signals simultaneously from a ship, will promptly send their directional findings to a central station, where the three records will be charted, and the location of the ship determined by the simple and familiar process of triangulation. A radio message from central conveys this information to the captain of the ship—who thus gets his bearings from a land station perhaps a hundred miles away!

Still more recently a different method of using the radio compass has been worked out by the Bureau of Standards in cooperation with the Bureau of Lighthouses, and the plan has been

put into operation by the Department of Commerce. The loop-aerial now becomes a veritable radio compass, for it is installed on a ship above the pilot-house, its axis being extended below deck and so mounted that wires stretched across its divided base move about the face of a compass as the loop is revolved. The direction from which a signal comes is made known instantly to the observer on the ship in terms of ordinary compass bearings. The station from which the signal comes thus performs for the navigator the function of a beacon. When the loop-aerial has been turned about to receive signals from two other stations, the navigator can obviously chart his own position without difficulty. An article in the *New York Tribune* gives details of the practical operation of the system:

"At the present time there are three radio-compass stations around New York Harbor performing the duties of radio beacons. They are located on the Ambrose Channel and Fire Island light vessels, and the Sea Girt (N. J.) light station.

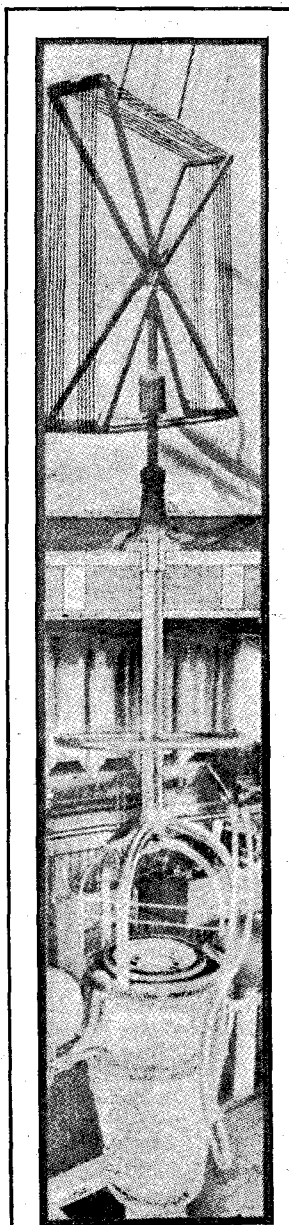
"Now, these beacons operate in exactly the same manner as the ordinary lighthouse, the only difference being that they send out invisible electro-magnetic rays instead of rays of light. Lighthouses about the coast are known to the mariner by the flashes they send out, and the radio beacons are identified in the same way. Perhaps it would be best at this stage to use the language of George R. Putnam, Commissioner of the Bureau of Lighthouses of the Department of Commerce, who was responsible for the installation of the system, in order to explain its operation.

"The stations are identified by the characteristics of the signals. Ambrose Channel sends one dash, Fire Island a group of two dashes and Sea Girt a group of three dashes, with brief intervals between the groups. The particular station on which a radio bearing is being taken in a fog is by this means just as definitely known as is the light on which a sight bearing is taken by the navigator of a ship identified by its order of flashes or color.

"The signals are operated continuously during thick or foggy weather, and also at the present time they are sent each day from 9 to 9:30 and from 3 to 3:30, so as to permit any vessel equipped with radio compass to try out this method and apparatus in clear weather.

"To avoid continuous interference between the signals themselves they are sent on different time schedules as follows: Ambrose sends for twenty seconds, silent twenty seconds; Fire Island sends for twenty-five seconds, silent twenty-five seconds; Sea Girt sends for sixty seconds, silent six minutes. The signals are repeated rapidly, Sea Girt, for example, sending over forty groups of dashes a minute.

"The transmitting apparatus now in use is a commercial panel type transmitting set of simple and rugged construction of about one kilowatt power. In addition to this set, a special automatic motor-driven timing switch for producing the desired signal at regular intervals is provided. The antennae at the transmitting stations are the same as used for ordinary radio communication. The wave-length used at present is 1,000 meters—the present international standard for such signals. The range of usefulness varies from 10 to 100 miles, depending upon the sensitiveness of the receiving apparatus."



RADIO COMPASS.

The loop aerial above detects the direction of the wireless radiations and the compass seen below gives the bearings.

WHAT IS AN ELECTRIC CURRENT?

AN ASTONISHING QUANTITY of radio literature is coming from the press, and the amateur whose purse is not of indefinite length finds it increasingly difficult to know where to begin and where to end with the purchasing of reading matter. There are many valuable books, but comparatively few that can be said to treat the subject comprehensively.

Among those for which this claim might justifiably be made, one of the most recent and satisfactory is the "Principles of Radio Communication," in the writing of which Professor J. H. Morecroft, of Columbia University, has had the assistance of Messrs. A. Pinto and W. A. Curry. It is a work of more than nine hundred octavo pages, and whoever reads it carefully and with understanding may feel himself pretty fully in touch with current knowledge of radio phenomena. It should be explained, however, that Professor Morecroft deals with the subject mathematically, and that therefore the reader to whom figures are repellant must expect to find many pages that for him will be meaningless. But even the non-mathematical reader can usually get a pretty clear idea of the meaning of the figures from the textual interpretation which the author supplies, and not infrequently the explication of obscure phenomena is presented graphically, and even picturesquely. As an illustration, one may cite the description of that elemental phenomenon in which all radio manifestations find their source—the electric current. Having defined the electron as the smallest possible quantity of negative electricity, and nothing but electricity, Professor Morecroft states that an electron in motion constitutes an electric current, and he presents a curious paradox:

"The amount of electricity on one electron is so small that the current produced by one electron in motion would not be detectable by the finest current-measuring instrument, even the most sensitive. To produce currents of the magnitude occurring in every-day experience requires the motion of electrons measured in billions of billions per second.

"Contrary to what one would naturally think, the progressive movement of the electron is very slow. To produce a current of one ampere in a copper wire one millimeter in diameter requires that the average velocity of electrons be only .01 centimeter per second." And yet "it must not be thought that the actual velocity of the electrons is small. If we assume the 'equi-partition of energy' idea of thermo-dynamics and thus calculate the average velocity of the electrons in a copper wire, at ordinary temperature, it appears that even when no current is flowing in the wire the electrons have a haphazard motion, due to the thermal agitation of the atoms (or molecules), which gives them, on the average, a velocity of about 35 miles per second.

"Now when current flows the required progressive velocity of the electrons is only a fraction of a centimeter per second; with a current so large that the copper wire is heated to the melting point the velocity of drift of the electrons is less than 1 cm. per second."

Electrons moving 35 miles per second, and progressing a fraction of an inch per second! A paradox indeed; but Professor Morecroft suggests an analogy by way of explication:

"Suppose that we wanted to measure the rate of flow of people past a given point in a large city; the unit of flow might be 100,000 persons per hour. At any time there will be people going in all directions, some uptown, some downtown, some cross-

town. In the morning a million people pass a certain point where the flow is to be ascertained. If 200,000 move in the uptown direction and 800,000 move downtown, the net flow is 600,000 people. If this number of people pass in one hour the flow is 6 units downtown. At noontime again a million people pass the same place let us suppose; 400,000 move uptown, 400,000 move downtown and 150,000 move crosstown west and 50,000 move crosstown east. The net flow is 100,000 people west and if this number pass in one hour the flow is one unit west. Some of the people would be moving rapidly and others going more slowly and some might, at times, be standing still.

"The picture suggested by the above traffic analysis probably gives one a reasonable idea of the motion of electrons in a conductor-carrying current; it is, of course, too simple, because of the immense number of electrons in a conductor and the tremendous number of collisions occurring between the electrons. When a conductor is carrying no current the motion of the electrons resembles that of the individuals in a stationary crowd; there is a deal of agitation among the electrons, but they, on the whole, show no progress along the conductor."

After reading such an account, the amateur who was not previously well-grounded in the fundamentals is likely to look with new interest on the electron tube which is the very heart and brain—one is tempted to say the very soul—of both transmitting and receiving apparatus.



SETTING HIS WATCH BY RADIO.

SETTING YOUR WATCH BY RADIO

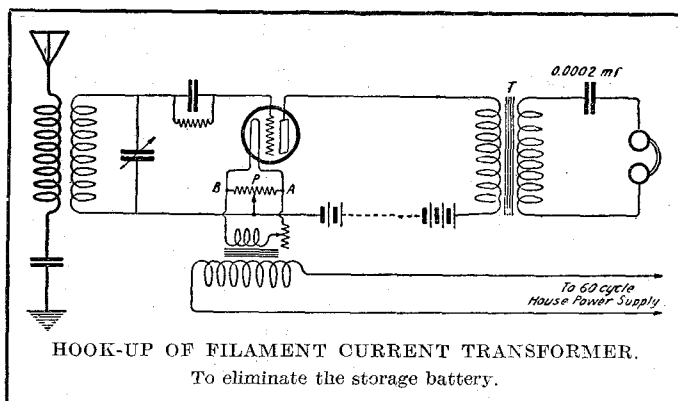
EVERY ONE WHO LISTENS in on broadcasting soon learns to recognize the buzzing signal that indicates the approach of ten o'clock, when the time announcement is to be sent out from the Arlington transmitting station. *Radio Broadcasting News* gives some hints as to a convenient way of setting your watch by the Arlington signals:

"The signals are given between 9:55 P.M. and 10 P.M., eastern time, the article says. Each second of time is sent as a dot making a distinct tick in your phones. The tick for the twenty-ninth second of each minute is omitted, making a noticeable pause. At the end of each minute the signals are omitted for several seconds, making a longer pause. At the end of the fifty-ninth minute the signals are omitted for ten seconds, making a much longer pause.

"This silence is broken by a dash, which is heard as a continuous sound for several seconds. The beginning of this dash is the zero second of the new hour, or exactly 10 o'clock, 75th meridian hour.

"A convenient way to check your watch is to follow the second hand during the first part of the signals, thus noting the position of the second hand relative to the end of the minute. The minute hand should be observed during the fifty-ninth minute and checked with the signal for 10 P.M. In this way you can tell exactly how many minutes and seconds your watch needs to be changed."

ARMSTRONG BUSY AGAIN—An item in the radio review of the *New York Evening Mail* states that Mr. Edwin H. Armstrong, of "Feed-back" fame, is a very busy man these days, spending much of his time in Professor Pupin's laboratory at Columbia University. "Mr. Armstrong has a new receiving machine," we are told, "that does everything that the super-heterodyne does, but uses only one tube. Amplification on 'phone signals is 100,000 times greater than the ordinary regeneration receiving set and nearly a million times greater on telegraph signals." Mr. Armstrong has already accomplished so much in the way of the amplification of radio messages that



no announcement of his new achievements in that line, present or prospective, could excite surprise, much less skepticism. The work just referred to obviously fits in with Mr. Armstrong's previously announced project to do away with the cumbersome antenna. If the receiving apparatus can be made sensitive enough, there is no obvious reason why the length of an antenna should not be measured in inches—or for that matter in millimeters—instead of in feet. The ideal antenna would be one the size and shape of a watch-spring.

ELIMINATING THE STORAGE BATTERY

REPORT COMES FROM THE BUREAU OF STANDARDS of the development of a radio-receiving apparatus that will do away with the storage battery, using ordinary 60-cycle current directly from the electric light lines. The apparatus utilizes three stages of radio-frequency amplification, and two or three stages of audio-frequency amplification; but detection is effected by a crystal instead of by the ordinary detector tube.

There is special apparatus of resistance and grid leaks to do away with the objectionable hum which ordinarily attends the use of the 60-cycle current. The crystal is used for the same purpose. The ultimate result is said to be the practical elimination of the hum, or at least of its objectionable character.

This official authentication of a substitute for the storage battery is not unexpected. A good many amateurs have experimented along the same line more or less successfully. In *Wireless Age* (New York), Mr. Jack Greenfield tells of his success in substituting ordinary electric light current for the storage battery, by use of a transformer and a voltage-divider, commonly referred to as a "potentiometer." The account will interest every amateur who uses an electron-tube radio-receiving telephone.

"The filament is supplied by A. C. 60 cycles stepped down by a transformer to give about 6 volts. The transformer can easily be made, or better still, an ordinary bell-ringing transformer can be used for the purpose. A series resistance consisting of the ordinary filament rheostat is used to vary the filament current. Across the low-tension side of the bell-ringing transformer is placed a potentiometer P of about 1,000 ohms, the center point of which is connected to the grid. Unless this connection is made to the grid from the center point the hum will not be eliminated, because if the grid is connected to either end of the filament, it will have large 60-cycle voltage variations impressed on it. Thus suppose it is connected to point A of the filament, or point B. The potential at these points is either plus 4 volts or minus 4 volts, since the A. C. voltage is of that value. When the voltage wave has passed through one complete cycle the potential at either of the points has changed from plus 4 volts to minus 4 volts, or has changed from minus 4 volts to plus 4 volts. This change is so great that the 60-cycle hum must of necessity be impressed on the grid and repeated in the plate. It is therefore necessary to find a point on the filament which is neutral with respect to these voltages, and to connect the grid to it. By connecting a potentiometer as shown, this is accomplished.

"This connection alone will give very good results. However, by utilizing one other modification, the very best results can be obtained. This modification is shown in the plate circuit of the figure. A transformer T is connected in series with the plate

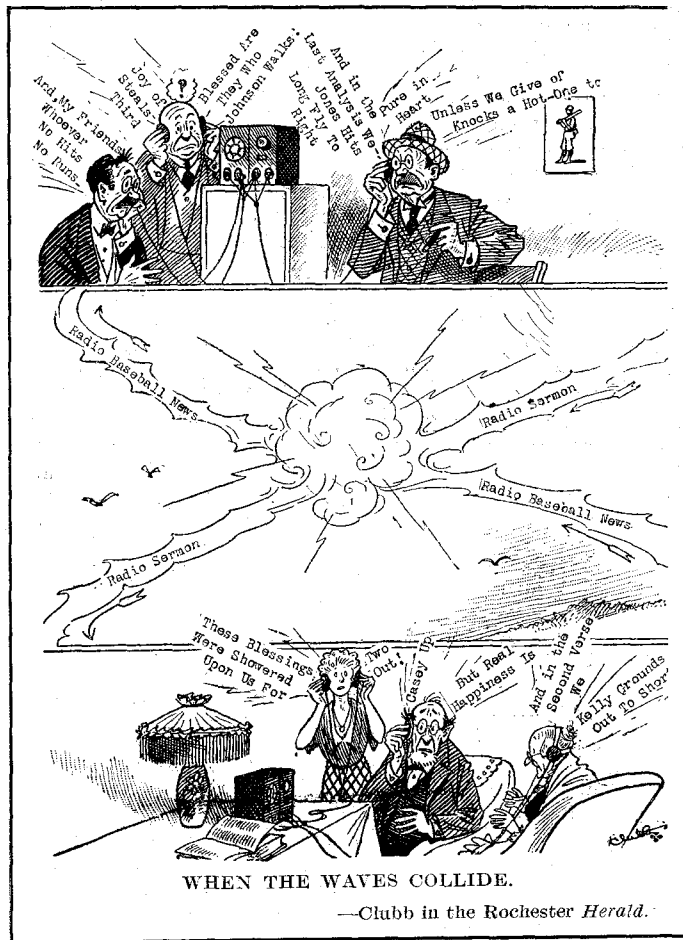
battery, the high voltage winding being connected to the plate. The low voltage winding is connected to the headphones in series with a condenser of capacity 0.0002 mf. (microfarad). The transformer should be such that its transformation ratio applied to the headphones will give most efficient results. That is, the impedance of the plate circuit must be equal to the plate resistance of the tube. The action of the transformer condenser circuit in reducing the 60-cycle hum follows: The circuit rejects the 60-cycle hum on account of the impedance offered to it by the small condenser in series with the phones. The impedance of a condenser is inversely proportional to the frequency, consequently the above condenser will show a greater impedance to the 60-cycle hum than to the 500-cycle note. The impedance will be 8 times as great. Consequently the 60 cycles will be swamped by the 500 cycles of the received signal, should any 60 cycles get through.

"Thus we have the 60 cycles practically eliminated by the use of the filament transformer and potentiometer. The small remaining 60-cycle hum is effectively eliminated by the plate filter circuit above described. This circuit, it will be seen, does away with the storage battery, and substitutes A. C. power supply where it is available. The cost of the apparatus required is negligible compared to that of the storage battery and its upkeep."

RADIO IN CITY APARTMENTS

THE builder of apartment houses, like everybody else, has felt the radio impulse; and we are told that at least one prominent New York company has decided to wire several apartment houses for radiotelephone service, and that a builders were advised to wire their new houses. The announcement leads Mr. Leo S. Herzog to write a letter to the *New York Times* in which certain difficulties attending the enterprise are pointed out. The writer goes so far as to make the claim that, whatever the desirability of the project, it is impossible of fulfillment under present conditions, if the requirements of the Board of Fire Underwriters are met.

It should be known, however, that there is difference of opinion among members of the Board of Fire Underwriters as to just how the rules should be interpreted as applied to city dwelling:



As a matter of fact, there are doubtless thousands of aerals installed on the tops of apartment buildings and other buildings in New York and other cities in which a lightning ground is affected by a lead to a water-pipe without installing a special wire on the outside of the building. This is considered both safe and satisfactory by many experts; and it is probable that the rules of the Fire Underwriters will be modified in the near future. The statement that to follow out those rules to the letter in the case of city buildings would cost in the neighborhood of \$200 for a single aerial, coupled with the statement that an alternative system in which water-pipes are used is or could be made quite satisfactory, sufficiently shows the need of modification. There is no reason to doubt that the regulations of the Fire Underwriters will be satisfactorily modified to meet the new conditions imposed by the unexpected invasion of the average household by the radio receiving telephone.

HINTS ABOUT THE AERIAL

IN DESCRIBING THE INSTALLATION of a simple radio set, in *The Modulator* (New York), Mr. William F. Crosby gives hints about the installation of the aerial that should be of interest to a good many novices.

"This very important part of the set is usually put up any way, and the average amateur seems to think that because he has some wires strung up outdoors that is all that is necessary. True, these wires may work after a fashion, but for best results a single wire about 100 feet long should be used. This wire should lead all in one direction, and be in a straight line. The addition of several wires will not help the receiving set in the least.

"When it comes to sending, it is a different proposition, but as stated above the receiving aerial only requires a single wire. Take the lead in from one end of this wire and run it directly to the set. Taking the lead in ten feet from the end will only make the short end of the aerial inoperative and this wire will be wasted. Two wires 50 feet long will not give the same results as a single wire 100 feet long, and running the wire around in triangles or squares will not give the best signals. Run the aerial wire all in one direction as directed above and the results will soon show the amateur that this is the best way.

"The aerial will have to have some sort of a device for grounding it during the electrical storms, and this can best be accomplished by installing what is known as a vacuum lightning arrester. No cumbersome lightning switch is necessary for an aerial that is used for receiving only. This lightning arrester must be installed outside the building, preferably on the window-sill, and a wire will have to be run from it to the ground. This ground will also have to be outside the building and the water-pipe will not do for it. A heavy wire should run from the arrester to a pipe driven deep into the ground and the wire will have to be kept about 5 inches from the building. Full directions for installing the outfit are given with each one that is purchased.

"The ground wire for the set itself may consist of an ordinary insulated wire running to the cold-water pipe. Scrape the pipe clean and then wind several turns of the wire about it. Make the winding tight so that there is no danger of a loose connection. A ground connection clamp may be purchased that will insure a good connection at this point, or the amateur may solder the wire to the pipe.

"Remember to use the cold-water pipe if possible as it is the most direct connection to the ground. The radiator or the hot-water pipe will do almost as well, but these pipes will have a great many more joints in them before they reach the ground and every joint added makes just that much more resistance that the current will have to pass through. The gas-pipe is about the worst ground possible and it is very apt to have an insulated bushing in it somewhere that will not allow the current to pass through it at all."

A MOSQUITO-NETTING ANTENNA

AN INTERESTING SERIES of tests conducted by the Bureau of Standards has to do with the substitution of wire netting, such as is used for screening doors and windows against flies and mosquitoes, in place of the ordinary aerial wire. Two strips of netting from six to fifteen feet long and from 18 to 36 inches wide suspended a few feet above the earth and a few feet apart were found to act more or less efficiently as a receiving antenna.

The effect is to produce relatively large capacity, and the wire strips are spoken of as a condensing antenna. The efficiency is greatly reduced if these strips are hung vertically instead of horizontally.

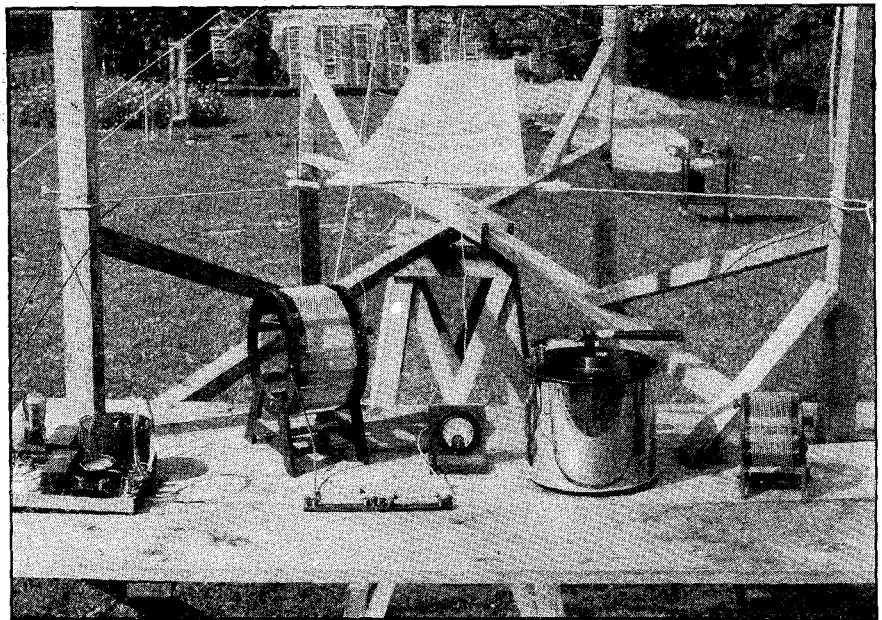


Photo from the Bureau of Standards, Washington, D. C.

A NET THAT WILL CATCH MOSQUITOES OR RADIO MESSAGES.

Mr. J. C. Warner, Assistant Physicist in the Bureau of Standards Radio Laboratory, summarizes the results of the test as follows:

"Experimental results show that a condenser antenna of small dimensions gives excellent results when used at wave-lengths below 400 meters. At longer wave-lengths it suffers by comparison with the coil antenna when the dimensions are kept small enough for portability.

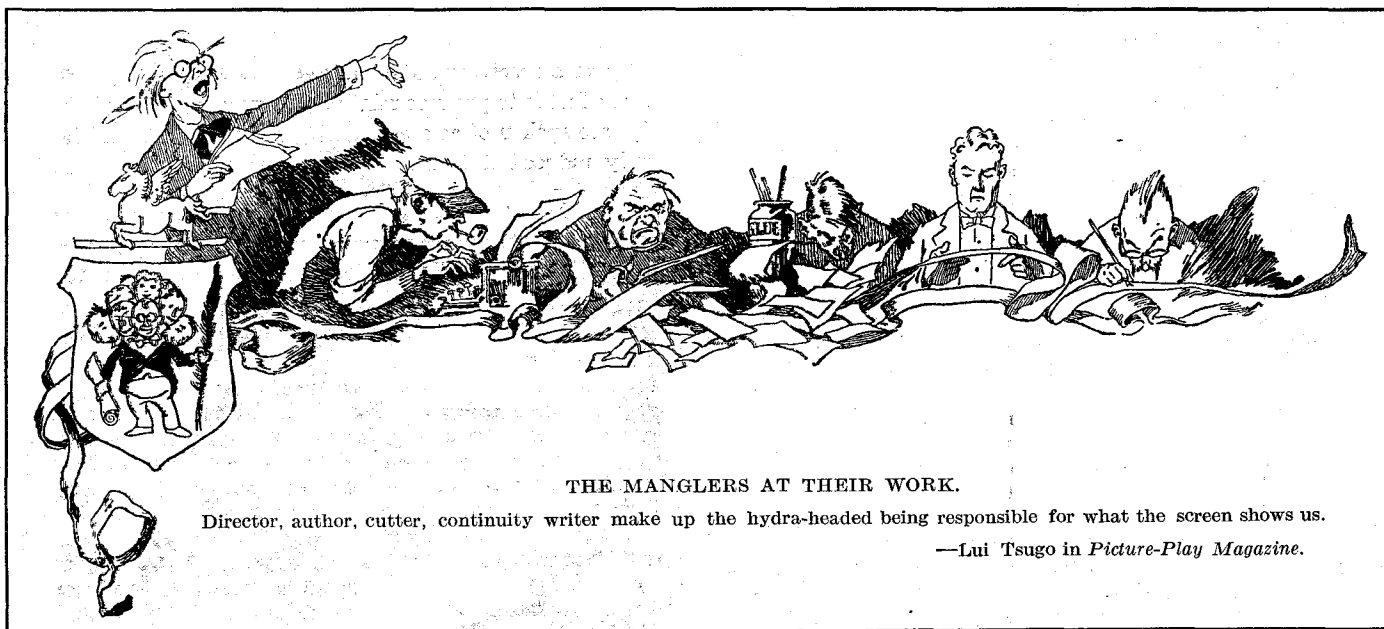
"It is useless for directional work unless used with a coil antenna, but may be used in places where the sharp directional characteristics of the coil are objectionable. By proper design and by taking precautions to keep dielectric losses low the effective resistance may be reduced to a value lower than can be obtained either with the coil antenna or the ordinary elevated antenna.

"On account of this low resistance and ease of construction this form of antenna should be of great value in portable short-wave radio stations, such as are used for military purposes and on airplanes, altho in the latter case some difficulty may be experienced in keeping down dielectric losses.

"It is evident that the study of this interesting form of antenna is by no means complete. Its use as a transmitting antenna offers a wide field for investigation, and a large amount of work remains to be done in following up the investigations which have only been started in this study. For example, signal intensity measurements should be made with a calibrated detector set or with a radio-frequency comparison method so that the actual current or emf in the antenna is measured. Further work should be done in determining the best design of antenna for a given wave-length and for minimum resistance. Also this antenna furnishes a means of studying the form of the electromagnetic wave and a large amount of work might be spent profitably in this study as well as in the checking of transmission formulas."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE



THE MANGLERS AT THEIR WORK.

Director, author, cutter, continuity writer make up the hydra-headed being responsible for what the screen shows us.

—Lui Tsugo in *Picture-Play Magazine*.

MANGLING MASTERPIECES IN THE MOVIES

WHAT SEA CHANGES overtake the classics of literature when they are "picturized" for the movies are known but not comprehended! Half the repulsion that cultivated people feel for the screen arises from seeing their beloved tales turned into what to them are only hideous burlesques. Something has happened in the screen transit, and one is often puzzled to know if the changes are due to wilfulness or perversity. Mr. Gerald C. Duffy tells us in the *Picture-Play Magazine* (June) that there is "nearly always a good reason for bending stories out of shape," and we find that the reasons are "good" for everybody but the original author. If he be living he may rise up like Fannie Hurst and repudiate the whole thing. If he be dead and can not turn in his grave, then only his friends and admirers suffer the bitter anguish. But Mr. Duffy is persuasive from the movie angle:

"Frequently a producer purchases the rights to a popular book because the title is valuable. He is not dismayed by the fact that his star does not 'fit' the story. This difficulty is blandly overcome by cutting the story over to make it fit the star. So some of the things you liked are lost. When the star, who is naturally more interested in herself or himself than in the story—reads the script, the objection is raised that other characters are too prominent and will 'steal the picture.' So the other characters—perhaps characters you were very fond of—are subordinated or entirely murdered and dragged out of the plot. Again you lose a friend.

"In rewriting the script to add splendor to the star's part the scenario writer may think of an original twist which so startles and pleases him that he injects it into the story. Whereupon the director, who is never without ideas and audacity, elaborates this twist, gives birth to a few more characters, adding them to the characters who have traveled safely from the remote regions of the book, and starts to bring them to life in film. Half-way through, it may be discovered that an important episode takes the characters to Greenland. There being no ice in California, and the manufacture of a substitute being expensive and bothersome, the players are sent to Pasadena instead of Greenland; and, says the director, the houses in Pasadena are more modern and impressive than the snow huts of Greenland, anyway. When you finally see the motion-picture version of your favorite book upon the screen you are dumfounded. The

only person who is more dumfounded is the man who wrote the book."

The author of the screen story, then, is not one but "hydra-headed," as Mr. Duffy names him, and we are led "to learn the ravages that can be wreaked upon a plot by collaboration without coordination; to see how the poor, helpless idea is manhandled before it is presented to you to laugh at, to pity, or to admire." We are asked to figure the first author leaping out of bed in the dead of night and grappling with an inspiration:

"He subdues it and puts it down where it can't get away from him. The idea is next turned over to the second author, the scenario writer, who 'sees something in it.' What he sees is either something very slight and weak and in need of much plotty nourishment, or else it is wonderful, inspiring, exhilarating. If it is weak he gives it treatments of technique, removes portions of it, alters other portions, and inoculates it with some ideas of his own. If it is wonderful he gives it treatments of technique, removes portions of it, alters other portions, and inoculates it with some ideas of his own.

"An idea is a plastic thing. Like sculptor's clay it can be twisted and squashed into countless forms, some graceful, some grotesque—but still it is the original clay.

"After two or six or eight weeks of labor, the scenario writer hands the story, in its present and temporary state, to the director, who 'sees something in it.' Always he expresses his opinion of what he sees in one of two adjectives. Either it is 'awful' or it is 'm-mm-fair.' Never until he has overhauled it is it 'great.' Then, invariably, it is 'great.' To achieve this transformation he gives it treatments of technique, removes portions of it, alters other portions, and inoculates it with some ideas of his own.

"At this juncture the story is turned over to the casting director, who is just as much an author as any one else for the reason that the characterization is completely in his power, and characterization is of as much importance to a story as intrigue.

"The casting having been accomplished the time arrives for the collaboration of the star. Here all of the preceding work can be ruined instantaneously, or it can be improved. According to the work of the star the heroine can be made piquant or wooden.

"Assuming that the story passes through the hands of all the authors thus far without sustaining any serious injuries and that it has constantly acquired qualities, it has still the bloodthirsty cutter to confront. The most conservative director will expose a minimum of fifty reels of film in photographing the story, yet this must somehow be contracted into five or six reels—without losing the story in the shuffle, if possible. If not possible, the story is lost. It is the duty of the cutter to throw away at least nine times as much as he uses without throwing anything away. I have never known of a production where the percentage of waste was not even in excess of this."

By far the most dangerous of all the authors, in fact, says Mr. Duffy, is the cutter, for—

"With his weapon he can assassinate every person in the play, he can gouge every idea out of the plot; he can even extract the plot itself. And, since he is not always personally acquainted with a plot upon sight, even if he has seen it before, there is a constant possibility that it will disappear."

"Having been lacerated, the story is handed to its final author, the title writer. Here it is more likely to find aid than damage. Many a decrepit and dying story has been revived by the title writer's literary pulmotor. Not until it has passed through this final reconstruction can any one say what the story will be, for each author may make a change that will completely alter the plot and even the theme of the picture. When it has at last undergone this complicated process the story is completed. What the author of the original story sometimes thinks on seeing the finished production may best be left to the imagination."

"Whether or not this combination system of authorship is advantageous compared to the usual method of story construction is a matter of conjecture, for as yet the hydra-headed composer is an erratic being who has no set standard of ability. He has made wonderful pictures from anemic plots, and he has made pitifully anemic pictures from wonderful plots. Beyond doubt the recognized masters of fiction consider him a deadly monster who devours manuscripts and kills young ideas before they can mature for the mere pleasure of slaughter. But the picture producer always has the ready and forcible reply that, since two heads are admittedly better than one, it is a mathematical necessity that six heads are a great deal better than one."

"Both sides of this question are supported by impregnable arguments. It has been proven absolutely that the hydra-headed author is best. Also it has been proven absolutely that the hydra-headed author is not best."

"To sustain the former claim there exists the immortal example of 'The Birth of a Nation.' No one who read 'The Clansman,' from which the famous picture evolved, considered it to be a literary giant. It was not. There was 'something in it,' and the essence of the book plot was part of the picture story; but Thomas Dixon, who wrote the book, was author of less than half of the film. Yet, the film rocked the world by the applause it received. I mention this picture only because it is one which every screen follower will remember, but there are numerous other examples which prove that the many brains of the hydra-headed author are better than a single brain."

"On the other hand, however, there is the recent explosion from Fanny Hurst, which also rocked the film world at least. 'Star Dust,' in its original version, the novel, was a powerful story; but 'Star Dust,' as a motion picture, according to Miss Hurst's announced belief, suffered grievously by the changes that had been made. Personally, I agree with her in that."

"Hardly any one who has read novels and then seen them translated to the screen is without a grievance. Undoubtedly a great many stories have been unplotted during their locomotion from fiction to film. . . ."

"It is in an effort to please you—the mysterious, unapproachable, demanding public—that most mistakes are made; but there are usually very good reasons why you are more often dissatisfied with picture stories than pleased with them—and there is no doubt that bad and mediocre films outnumber absolute successes."

"The principal reason, in my opinion—and my opinion has been formed in mourning murdered stories—has to do with about five-sixths of the hydra-headed authors. In beginning this article I said that five-sixths of the authors have never written a word of *plot* in their lives, and this is true; for the writer is perhaps the only one who has any notion of scientific story construction—not *picture* construction, but *story* construction, which is building a plot so that it will grip you, hold you, sustain your interest, and give you your money's worth. There are, of course, a few directors who have come from creative fields and who do know something about building a story, but as a rule the other five know nothing about it."

DOES MAN WANT AN EDUCATED WOMAN?

THE FLAPPER CONFESSES to no particular interest in flapping, but only in boys. Apparently it's all done to please him. If he didn't demand it, she would turn her activities into other channels. This may sound frivolous, but it is really the superficial aspect of a deeper question. Is education in girls worth pursuing for its own sake when it is a



ONE BEHIND THE SCENES.

Gerald C. Duffy, whose activities as director, author, cutter, and continuity writer qualify him for the degree of H. H. S. D.—Hydra-headed Screen Dramatist, who tells us here how the trick is turned.

commodity uncalled for or disdained by the male? *Vogue* (New York) poses the question whether we shall "force cultivation upon our sons, or deny it to our daughters." The former alternative is hardly entertained by this interpreter of the women, for it finds that "the latter seems the simpler, and at least we shall not have to work against fathers and companions as well as youth itself." *Vogue* does not aim to be merely satirical in respect to man, but professes the sincere desire to learn of him in order that his desires may be passed on to the girl who is to be educated for life companionship with him. This is how he is figured in the feminine consciousness:

"Boys, particularly American boys, go to school and college with the idea before them not so much of cultivation for cultivation's sake, as for special courses with a view to a subsequent career. This of itself would limit, to some degree, the amount of time and interest they were prepared to give to general subjects. Business success, either through trade or a profession, is the aim of almost every one. The great money-making game is forced upon them by circumstance or public opinion. But it seems a pity that while in their minds they must admit this, they should consider it the part of manliness to starve their tastes in order to conform to it. Athletics they allow with an almost universal agreement. But to cultivate any knowledge of trees and plants, unless one definitely meant to be a forester or a landscape gardener; and liking for design, detail, and color, unless one intended to be an architect or an interior decorator; any great interest in music, unless a world-wide profession opened before one; any real study of languages, unless a career in diplomacy or some trading interest demanded it; in fact, to

be a man of many and varied tastes because, altho possibly unprofitable, such tastes give the highest form of pleasure, would be inconceivable to most of our college youth.

"And those to whom it was conceivable—whose bringing up and whose home life had induced the slightest appreciation of pictures, books, music; of beauty in landscape and garden, fine proportion in rooms and furniture, lovely surface in china and shape in glass; who took the least interest in languages, history, or literature; who showed any preference for an educated tone of voice or the decent articulation of words—such have, no doubt, even tho qualified in games and sports, been forced to run the gauntlet of rough ridicule from the masses of their contemporaries, or do themselves and their forbears the despite of discarding a goodly heritage for the peace of living among hoodlums as the hoodlums dictated."

Convinced that "young men grow up in quantities despising, or ignoring, any habit of mind that does not have to do with business, sport, or the cruder side of amusement," how, it is asked, should the young women be educated for marriage with them?

"How little should a wife know in order to be happy with the average husband? She might be taught how to keep house; for, whether his income be small or great, a man has a right to expect both sensible economy and sensible expenditure in his home circle. She might learn with advantage something about the care of infants and the bringing up of children. She would do well to study herself with reference to dress and dress with reference to herself. She could encourage any taste she might have for newspapers and the not too intellectual periodicals and novels; for the ordinary music show, for the modern light comedy, for the moving-pictures; for cards, perhaps, and some kinds of outdoor exercise; for anything, in fact, which produces just the right amount of cerebration and no more in the tired business brain.

"But suppose, just for the sake of supposing, that she happens to be literary, or seriously musical, or artistic, or merely just well educated, so that a dozen interests are burning in her which mean less than nothing to him. What chance of companionship is there between those two? Suppose world politics bore him, foreign countries suggest only opportunities for shrewd dealing and have no historical or geographical significance, that he derides their customs and can not speak their tongues; suppose science appears like a higher sort of conjury; suppose he doesn't care for reading, and that anything not of the most obvious and commonplace in the way of fun seems to him putting on airs? ('Highbrow stuff' in his vernacular.) Where shall their minds meet pleasantly, beyond their joint concern in a house and possibly in a family? And if their feelings about their house and family should differ—which they very well might—as much regarding the arrangement of the house and the education of the family as their tastes differed in other matters, where would their minds meet at all? The mating instinct, natural, simple, and beautiful as it is, may quite properly attract two people whom civilization has rendered entirely unsuitable for life companionship. What is to be done about it?"

THE SEASON'S BEST ACTING—Rating the season's players is one of the sure signs of spring and a closing dramatic season. If one were conscientious in doing it this year, thinks Mr. Hammond of the *Tribune*, one would be in a dilemma, for he finds the plays of this year full of good acting. Then the stage must be looking up. He "surmises" that Miss Pauline Lord as *Anna Christie* "was most acclaimed both by the senate and the people as the best of the performers." Then he finds some others:

"Lionel Barrymore in 'The Claw.'

"George Marion, as the drunken sailor in 'Anna Christie.'

"Louis Wolheim, in a brutal, relentless realization of a hairy ape.

"Otto Kruger, in Eugene O'Neill's study of disease, 'The Straw.'

"A. P. Kayes's picture of Lloyd George, in 'Back to Methuselah.'

"Miss Violet Heming's incredibly courageous bravadoes in 'The Rubicon.'

"Miss Doris Keane's fleshly satires in 'The Czarina.'

"Lionel Belmore, in a characterization of a romantic, fat parson, in 'He Who Gets Slapped.'

"Gilbert Emery, Ferdinand Gottschalk and others in 'The Truth About Blayds.'

"Miss Marguerite Forrest, as the acquiescent waitress in 'S. S. Tenacity.'

"Miss Lucille Watson, as the forgotten mother in 'The Nest.'

"Miss Katherine Cornell's perfect impersonation of the daughter in 'A Bill of Divorcement.'

"A little less than these there are charming, expert personalities in the plays—for instance, Miss Mary Nash, in 'Captain Applejack'; Charles Cherry, in 'The Dover Road,' and numerous others, the record of whose feats belongs to the more complete compilers. It has been, as a matter of fact, a thorough season of good plays, good acting, bad plays and bad acting. We have had more than our share of all of them. Most of us have an outstanding memory of the thing we most enjoyed this year in our theatergoing, excepting, of course, the *Chauve-Souris*, Ed. Wynn, 'Sally,' Eddie Cantor, 'Good Morning Dearie,' and the Music Box Revue. Personally, I think that the season's most conclusive and finished acting was done by Miss Forrest in 'S. S. Tenacity,' and that the most enjoyable plays are 'The Dover Road,' 'The Truth About Blayds,' 'Captain Applejack,' and 'The First Year.' Not, as an unamiable correspondent tells me, that it matters."

BARRIE'S "LEAGUE OF YOUTH"

THE YOUNG MEN are very self-assertive, but it is questionable if they have been able to state their case quite so well as Sir J. M. Barrie has just stated it for them. A league of youth would be better than a league of nations, he told the students of St. Andrew's University at Glasgow, because the latter is run by older people, and decisions on national matters are more vital to youth. This was Barrie's first speech and he assured his hearers it would be his last. He can afford to rest on it, for he seems to have summed up all the philosophy needful for the time in his single-word theme, "Courage." "All goes if courage goes," is his motto. He seems aware that he is speaking to more than the Scots lads who sat before him, tho what he was giving them was the Rectorial address that is an annual affair. Sir James, who was 62 last week, brings together the youth of the world when he says:

"You have got more in common with the youth of other lands than the youth of any age can ever have with each other. Even hostile countries have sent out many sons very like ours from the same sort of homes and the same sort of universities, with the same sort of hearts, who had as little to do as our youth with the great adventure of war.

"Can we doubt that many of those from both sides who have gone into the beyond and who were once opponents are now friends? You ought to league youth as your practical beginning. I sound to myself as if I were advocating rebellion. Perhaps I may be arrested on leaving the hall.

"You will have to work harder than ever and possibly not so much at the same things. You'll have to know more of modern languages if you are to discuss a league of youth with the students of other nations when they come over to St. Andrew's for a conference.

"I am far from taking sides against the classics. One of the most valiant men who ever trod St. Andrew's, Dr. Johnson, said that doubtless the Almighty could have created a better fruit than strawberries, but that doubtless also He never did. It is doubtless also that He could have provided us with better fun than hard work, but I don't know what that is.

"To be born poor is probably the next best thing. The greatest glory that has ever come to me was to be swallowed up in London, not knowing a soul and without means of existence: I had the fun of working until the stars went out. To have known any one would have spoiled it. I didn't even quite know the language. When I rang for the boots, they thought I wanted a glass of water, so I drank the water and worked on. There was no food in the cupboard, so I did not have to waste time eating."

Sir James has a whimsical way of differentiating between old and young. By "you" he says he means youth, and by "old" he indicated "its betters," and he tailed off that distinction by declaring that "youth had too long been left in the hands of its betters in national affairs." In these ways:

"Things about the next war, for instance, and why the last

one ever had a beginning. Your betters had no immediate share in the cause of the war, but for fifty or so years we heeded not the rumblings of distant drums, and when the war did come we told you that, tho you had no hand in getting us into it, still you had to get us out of it. Told you tales of what it really was and what clover beds it would lead to.

"We were not mean and decisive. Most of us were as honorable and as ignorant as youth themselves, but that does not acquit us of stupidity and jealousy. If you prefer to leave things as they are, we will probably fail you again. Do not be too sure that we have learned our lesson and that we are not at this very moment doddering down some brimstone path. If you must get into a struggle, there is all the more reason that you should know why before it begins, and should have a say in the decision whether it is to begin.

"The youth who went and was killed had no such knowledge, no such say, and I am sure the survivors want you to be wiser than they were and they certainly determined to be wiser next time themselves. Without suspicion there might have been no war.

"War and other happenings have shown you that age is not necessarily another name for sapience. Declaring war taught youth to distrust their betters. This attitude of distrust, however, will not help you or the country unless it stirs you into getting to know how world-shaking situations arise, how they may be checked and what way to obtain fighting partners and share in the decisions. Doubt all your betters who would deny you that right. Begin by doubting all in high places.

"The spring of the year lies buried in the fields of France and elsewhere. By the time the next eruption comes it will be you who are responsible and your sons who are in the lava—all perhaps because this year you let things slide.

"We are nice, kindly people, but it is already evident that we are struggling back to the old grooves. We are too old for any others—that is the fundamental difference between us and you. We have no intention of giving you your share. See how much of a share youth has now that the war is over. You got a handsome share while it lasted.

"I expect we will beat you unless your fortitude be doubly girded by a desire to send a message of cheer to the brothers who fell, the only message for which they crave. They want to know if you have learned from what befell them. If you have they will be braced in feeling that they did not die in vain. Some of them think they did. They won't take our word for it that they didn't. You are their living image. They know you couldn't lie to them, but they distrust our flattery, our Cunningham faces."

These passages from his address are reported by cable to the New York *Herald*, and following are some "barrieisms" that are taken out of their context:

"When you reach the evening of your days, you will realize with becoming cheerfulness that we are all failures, the least of all and the best of us."

"Stupidity and jealousy are two black spots in human nature which, more than the love for money, are the root of all evil."

"Go through life without ever ascribing to your opponents motives meaner than your own."

"Nothing so lowers morale as jealousy. Give it up. Be great."

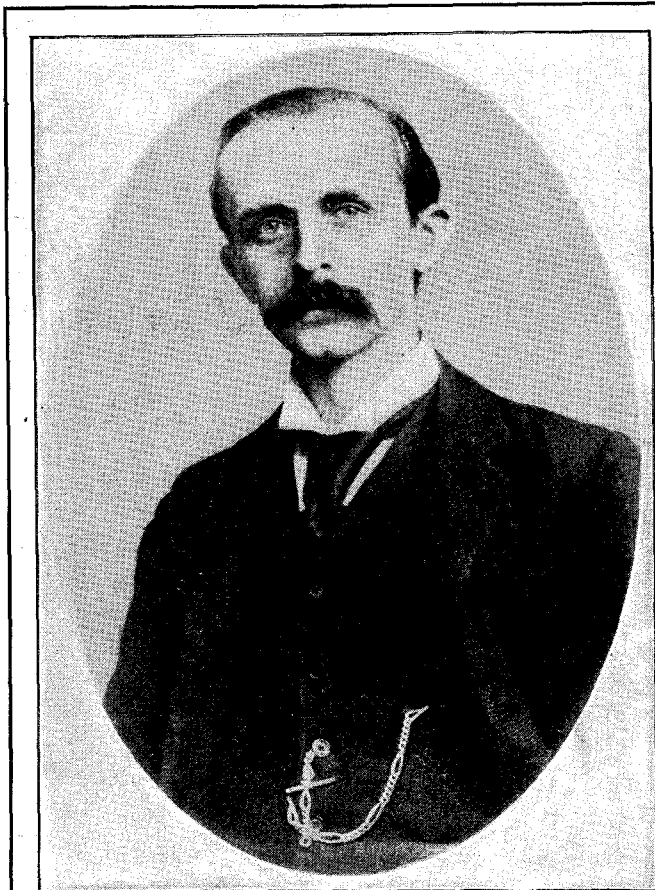
"Another sure way to fame is to know what you mean. Almost no one, if he is truly eminent, knows what he means."

"Our avoidance of frankness in life and in arts is often but a cowardly way of shirking unpalatable truths."

"Do not put your photographs at all ages into an autobiography. Photographs give away what you have done with your life."

"Youth looks into the mirror unnecessarily through vanity, and says: 'What an interesting face! I wonder what he is to be up to?' Your betters do not look into mirrors so often. We know what he has been up to."

"My own theme is 'courage' as you should use it in the great fight that seems to be coming between youth and their betters," Barrie explained. "By youth I mean you and by your betters us."



THE YOUNG BARRIE.

We haven't seen an "older Barrie" photo for ten years, and now we find him telling Glasgow University youth that photographs "give away what you have done with your life."

The New York *Herald* plays with Barrie's ideas of age and rather scoffs at the idea that mere years have anything to do with mere deeds. Particularly that "old men, if they had wished to, could have prevented the Great War":

"Age," said Sir James, "is not necessarily another name for sapience." True words: Aristotle had finished his great works before he was as old as Barrie is now; at 43 Newton had completed the elaboration of the law of gravitation.

"There is no definite relation between age and wisdom; it can only be laid down as a broad principle that a man of 50 knows three times as many things that he shouldn't do as he knew when he was 25.

"So far as preventing wars is concerned, does Sir James know of any instance where youth proved more conservative in council than age? It is true that in the Great War old men were in the majority as ministers and generals. Pitt became Prime Minister at 24; Lloyd George at 53. Napoleon was only 30 when he won the battle of the Pyramids; Joffre was 62 at the

Marne. Grant was 43 at Appomattox; Foch was 67 at the Armistice. These comparisons mean nothing except that time has added to the complexities of politics and war. In these sciences there are no more beardless geniuses.

"Youth has every chance it wishes to take. In literature, for instance, the young writers find young reviewers and young readers; and the aged publishers fork over the royalties. But neither youth nor age makes greatness in letters. Byron was famous at 20, scandalous at 30 and dead at 36; Thomas Hardy, at 84, is a very live poet even if he is sardonic. Barrie himself was a made man at 28; so was Conan Doyle, who at that age published 'A Study in Scarlet.' No reader, young or old, questioned the works of these youths because of the immaturity of their authors.

"If it were true that the elders made war, as Sir James suggests, then obviously the men to prevent war in future must be the young ones. England should have sent a youthful enthusiast to the Washington Conference. Some think she did that very thing. Mr. Balfour may have been old in the '70's, when he was chumming with Disraeli and Salisbury, but he seems very young at 83, when he plays tennis and matches Mr. Hughes at the game of scrapping navies.

"Everybody who lives to be 90 or so is old at one stage of the way and young at another, but it is hard to tell whether youth or age will arrive first. Methuselah probably put his affairs in order when he was about 105."

RELIGION-AND-SOCIAL-SERVICE



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CHARLES D. ISAACSON,

Who warns Jews, if they would promote accord with non-Jews, to "start with yourselves."



WALTER LIPPMANN.

He says Jews are supersensitive to trivial prejudice, and should develop the habit of self-criticism.



DR. EDWARD N. CALISCH,

Who suggests that the Synagog begin a campaign of education to lessen religious prejudice.



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DR. STEPHEN S. WISE.

He reminds Christianity of its responsibility as the daughter-religion of "Mother Israel."

LEADING JEWS WHO WOULD BRIDGE THE GULF OF PREJUDICE BETWEEN CHURCH AND SYNAGOG.

FOR CHRISTIAN-JEWISH FRIENDSHIP

CHRISTIAN BLOOD for the Passover was once believed by non-Jews to be an essential of the ancient Judaic rite, and in numerous instances, history records, this carefully fed tradition has been responsible for the ordered slaying of Jews. But ancient superstitions and grudges are being dissipated in the light of knowledge, and here in the Western World, we are assured, the Jew and non-Jew are gradually arriving at a mutual understanding and respect which are clean of religious prejudice. However, there is still much blind antagonism between Jew and Gentile, the responsibility for which, tho not altogether one-sided, rests heavily upon the younger faith. Yet Christianity is the daughter-religion of "Mother Israel," a circumstance alone which imparts "an abiding and ineluctable obligation upon the Christian Church in its relation to a people directly descended from those who were the founders and disciples of Israel." Thus writes Dr. Stephen S. Wise, a prominent New York rabbi, in *The American Hebrew* (New York), which devotes its Passover number to a symposium on a means to a better understanding between the two faiths. Jew and non-Jew were invited to a frank discussion, and the result affords a brighter outlook for the settlement of the ancient grudge.

The second responsibility resting on Christianity to which Dr. Wise calls attention is "the obvious one" which grows out of "over-emphasis upon Jews as the slayers of Jesus and the under-emphasis upon Jews as the bearers and bringers of Jesus," and, continues the rabbi:

"I maintain there will be no appreciable lessening of prejudice among Christians as against Jews until Christian churches earnestly and solemnly affirm that the death of Jesus, at whosoever's hands, was incidental to the eternal fact of the birth and rise and teaching and influence of Jesus, the young Judean of Nazareth.

"Whatever Christians may have taught or believed touching this in the past, their duty in the present is clear as are the heavens in the noon hour—the duty of affirming that incalculable and eternal is the debt of Christians to Israel, of whose gifts Jesus is treasured as the chiefest.

"And a third reason, perhaps most binding of all, to move

Christian churches consciously to do battle against existent prejudice respecting the Jew ought to be found in that consciousness of reparation owing to the Jew for nearly nineteen centuries of Christlessness, which have been suffered by Christ's people. . . .

"Nothing, in a word, could have been more unmessianic than the attitude of Christendom toward Israel, the people of Jesus—tho I do not forget that there have been in every generation Christian men and women who have borne themselves as the new brothers and sisters of Jesus toward his elder brothers and sisters."

But continued oppression has served to evoke from the Jew "a measure of forbearance which no people on earth has ever been challenged to achieve," and Dr. Wise affirms: "We were, we would be, we shall be just to Christendom whatever Christendom be to the Jew."

The basic cause of the gulf between Christians and Jews—whatever other causes, economic, racial, or what not, may be added thereto—is a religious one, says Dr. Edward N. Calisch, President of the Central Conference of American Rabbis, and he maintains that the Jews did not reject Jesus of Nazareth, but the Christ of a Pauline Christianity that "was formulated more than a century and a half after his death." Happily, he considers, this theology is "losing its ascendancy, and real religion is coming into its own among the children of men. The throne of dogmatism, like many other thrones, has been toppled over, and a spirit of religious democracy is making its way into the heart of mankind. Creeds and catechisms may be useful things in their way, but character and conduct are more important." There are, the writer holds, beautiful ideals common to all religions, "and a recognition of this fact leads to a sympathy and appreciation in whose presence polemics and mere theological hair-splitting are a futile waste of time." It appears to Dr. Calisch, then, that the synagog could profitably undertake a campaign of education along these lines, and he suggests:

"A general expression on the part of the leaders and teachers of the Synagog of deep appreciation of the profound and far-reaching influence of the man Jesus, and of the sweetness and

beauty of his life, together with a statement of the lack of historical basis for the accusation by the Church of the responsibility of the Jews for the crucifixion of Jesus will do much toward contributing a finer mutuality and a lessening of prejudice between Jew and non-Jew in America."

What the American Jew needs to develop, writes Walter Lippmann, formerly associate editor of *The New Republic*, is the habit of self-criticism. If the spokesmen of the Jewish people would devote one-half the energy they now expend in answering attacks to attacking the evils that stare every one in the face, he says, "they would make a real contribution to the unity of American life. But, judged by their public utterance, they seem to me supersensitive to trivial prejudice in non-Jews and extraordinarily insensitive to the faults of the Jews." Similarly, Charles D. Isaacson, author and music critic, who has "never been seriously confronted with any anti-Jewish feeling," warns his fellow Jews: "start with yourselves."

"Start by believing that the non-Jews are human beings and not too much beneath you—or above you! So many of our Jews eulogize the history of the race and assume superiority of the Jew, yet are fearful before the non-Jew.

"Our Jews must clear their minds of their own hate, their own fear, their own belief, that there is a terrible misunderstanding between Jew and non-Jew. I would say to one who was crying about the prejudice he had found everywhere, clean out your mind of that belief. Get it out. Believe that most people don't care what you are or where you go to church or where you were born or what your name might be. What have you for sale, what talent is yours, what have you to offer in friendship? Don't go hangdogging about when there is a crowd of assorted folks, feeling in your heart that something's between you and the rest."

"Didn't President Wilson, the Presbyterian, and ex-President Taft, the Unitarian, and Cardinal O'Connell, the Roman Catholic, and Bishop Rhinelander, the Episcopalian, and Bishop Berry, the Methodist, and Russell Conwell, the Baptist, in the name of Christian sentiment, and representing millions of Christian church folk, issue an appeal for fair play?" asks Samuel Purvis, D. D., a Methodist minister and author of "The Romance of the Jew." With gentle sarcasm Dr. Purvis ridicules the much-heralded story that the Jews are attempting to gain control of the world, and mentions that he has heard similar stories concerning the Masons, Catholics, and Methodists, who are just now "accused of being up to the neck in politics and of taking away the little brown jug from their neighbor's parched and thirsty lips and trying to control these United States." And from one who is familiar with prejudice, but himself prepossessed with the Jews, comes this note of cheer and warning:

"You are not only Jews, you are American Jews, part of the great American Commonwealth. And, believe me, as a Christian preacher and a man of affairs, you have the good-will of every good American. I'd stake all on that. There would have been race and religious riots and pogroms long since if that were not true. . . .

"If I were a Jew I would minimize my class consciousness and emphasize my religion. It's a great one! Worry less about anti-Semitism and more about the crying indifference of the Jews to Judaism as a religion. Set your spiritual house in order. If you serve faithfully the God of your fathers, no weapon that is formed against you shall prosper. You have the Bible and thousands of years of history back of you to prove that!

"To your tents—and to your knees—O Israel!"

LEADING THE CHILD INTO TEMPTATION

THE DIME NOVEL IS DEAD and half-forgotten, but its evil influence persists, we are told, in a certain type of modern fiction, in the "yellow" newspaper, and in vicious movies. It is alarming, says *The Herald of Gospel Liberty* (Christian), how much of our latter-day fiction introduces subjects and vulgarities of the most questionable kind, and puts into the mouths of heroines as well as heroes "rough and vulgar by-words, even curses." Some of the books are by popular authors, and the number of them is said to be legion. As to the movies, most parents are said not to know what the wrong kind is. "They have been thinking of evil pictures as being



Photo by International.

HOW NOVELS OF THE "DIAMOND DICK" TYPE FARE IN GERMANY.

Berlin school children being saved from the effects of bad literature, which is regarded as an increasing source of temptation to the children of our own country.

only those which show women indecently garbed, or voluptuous dances, or extreme delineations of the sex question." Apparently, they have not grasped "how virulently evil are the coarse and vulgar caricatures of life, the Wild West robbery and murder thrillers, and those showing violation of marriage vows and scenes suggestive of unchastity." Here, we are told, is one of the most imposing problems that have ever confronted parenthood. Other temptations lurk in the desire for luxury and finery and in the wish to appear prodigal with money, and the *Herald* observes:

"On every hand our young people are being allured into ways to spend their money for things they can not afford to buy and their time in ways that are harmful rather than beneficial. Business men know the almost irresistible power of salesmanship and advertising. But few parents have realized how this same power affects the lives of their children. In magazines, on billboards, in window displays, everywhere youth is tempted to use fine tobaccos, to wear gaudy and costly raiment, to dress in daring and extreme garb, to drink this or that or the other kind of beverage—and all at a cost of money which only a few of them can afford, and at a cost of moral fiber and stamina and regular habits which none of them can afford. In no previous generation did childhood and youth ever have thrown about them so many allurements and tendencies drawing them away from thrift and industry and studious habits as at present. And happy indeed is that home whose parents have perceived this truth, and have wisely and tactfully fortified its children against this modern danger."

WHY CATHOLIC GROWTH HESITATES

THE RELATIVELY SLIGHT INCREASE of the Catholic population in the decade 1906-1916 as compared with the increase in the total church-going population is due to the fact that the Catholic Church in America is a city church, dependent largely on "borrowed" membership, while the Protestant Church is a country church having its own source of supply. This is the conclusion of a Catholic writer, Edwin V. O'Hara, after studying the United States religious census of 1916. The outstanding facts of this census as regards the relative growth of the Catholic Church and all other denominations, he writes in *America*, a New York Jesuit weekly, is that in forty-two States the relative proportion of the Catholic population to the total church population decreased in the decade 1906-1916. In support of his theory the writer gives the following tables, the first of which shows the number of members of the Catholic Church and of all denominations in 1890, 1906 and 1916 and the Catholic percentage of the total:

CHURCH MEMBERS

Denomination	Number			P. C. Distribution		
	1916	1906	1890	1916	1906	1890
All Denominations	41,926,854	35,068,058	21,699,432	100.0	100.0	100.0
Roman Catholic	15,721,815	14,210,755	7,343,186	37.5	40.5	33.8

From this table it will be seen, says the writer, that the proportion of all church-goers in the United States who were Catholics was 40.5 per cent. in 1906 and had fallen to 37.5 in 1916. The second table shows the number and per cent. of increase in each decade:

INCREASE OF CHURCH MEMBERS

Denomination	1890-1916		1906-1916		1890-1906	
	Number	P.C.	Number	P.C.	Number	P.C.
All Denominations	20,227,422	93.2	6,858,796	19.6	13,368,626	61.6
Roman Catholic	8,378,629	114.1	1,511,060	10.6	6,867,569	93.5

From the second table the writer shows that in the decade of 1906 to 1916 the Catholic population of the United States increased only 10.6, while the total church-going population increased 19.6. During this decade, we are told further, the increase of the total population of the United States was approximately 17 per cent. The explanation of this disparity is that "the Catholic Church in America is three-fourths a city church and the Protestant Church in America is three-fourths a country church, and the difference in percentage of increase of the two bodies is a reflection of the difference in the rate of increase of rural and urban population, combined with the difference in mortality rates for the city and country." Many reasons have led to the congregating of Catholics in the cities:

"First, the great volume of Catholic immigrants have been impressed into the industrial life of the nation as soon as they have landed, finding it easier to get a job in industry than to get out to the farms. Then there has been the entire lack of organization on the part of the Catholic Church for the distribution of rural-minded immigrants to the land in this country. Moreover, our strong city and town Catholic schools have been magnets which have drawn Catholic families from the land.

"On the other hand, the Protestant Church in America is 75 per cent. rural. In the big cities it has failed to keep up with the population and chiefly exists as a suburban church, patronized by the immigrants from the country. This estimate is supported by the recent volume of the American Survey of the Inter-church World Movement, which indicates that Protestantism in America is substantially a rural church. Regarding the Protestant churches in the city the World Survey says:

"The Protestant Church in American cities is largely the property and product of the rural immigrant. In the larger cities it has survived from the earlier rural period of the State's development. Counts made of those attending city churches indicate that they are largely made up of rural immigrants; seventy-five per cent. of those present are frequently found to have been born in the country."

What are the consequences of this difference in the locale of the two churches?

"Cities are relatively sterile and the country is relatively prolific. Besides the invasion of city life by voluntary race suicide there are a number of natural causes operating which tend to limit the increase of urban population; chief among these is the fact that in the city, owing to the economic pressure, marriage is put off until a much later period than in the country and more homes are broken up through divorce. With the rural and urban total population practically equal in total numbers, there were 1,800,000 more married people living in the country. The bearing of these facts can not be evaded.

"But we are not left to mere conjecture in reference to the relative increase of city and country population. The 1920 census places the matter beyond cavil. . . . Except in New England and New York, where the rural population is in decay, the greater percentage of children in the country districts is strikingly large, and for the whole United States, as against 18.9 per cent. of the city population under ten years of age, we have 24.4 per cent. of the rural population under ten years. Speaking in terms of total population, altho considerably more than one-half of the total population of the United States lives in cities, still there are in the country 2,500,000 more children under ten years of age than in the cities, that is, the country has 11.6 per cent. more than its normal proportion of children. Of course this does not completely represent the facts, since during the last ten years an immense number of children under ten years of age have accompanied their parents in the rush to the cities. So, from the standpoint of natural increase of population, the country is prolific and the city naturally tends to sterility. With the passage of time institutions based upon a city population will be found to languish and institutions which are based upon the rural population will flourish as the bay tree beside the running water. . . .

"Our conclusion, then, is that given the Catholic population of the United States as 75 per cent. urban and the Protestant population as 75 per cent. rural, given, moreover, the vastly more prolific tendency of the rural population as compared with the urban, and finally the greater expectancy of life in the country than in the city, especially for the Irish, who form such a large part of the Catholic city population, we can express no surprise at learning from the 'religious Census' that the increase of the Catholic population has been only slightly more than 10 per cent. in a decade, when the Protestant population increased 19 per cent. and the total population increased 17 per cent. The only other large element that could enter into the population increase would be through immigration, and for us in America to be depending for the increase of Catholic population on immigrants is like living on borrowed money. There is only one way out; namely, through the systematic fostering of Catholic rural life."

WHERE PREACHERS NEED ADVICE—Most preachers are easy marks for dishonest promoters, and the recent experience of a well-known New York preacher who had judgment entered against him for more than \$24,000 on a note he had endorsed, excited general sympathy. Practically all the clergy are savers, comments the *Chicago Journal of Commerce*, and "a depressingly large percentage of them make unwise investments." The adventurer with a patent announced to be worth millions, the stock salesman whose certificates will double in value in a year, the man who has valuable corner lots to sell, and all other gentry who gabble of get-rich-quick schemes find the penurious pastor a lamb only too ready to be shorn. We are reminded that

"Several years ago a bank president in Marietta, Ohio, Mr. W. W. Mills, was so disturbed by the number of preachers whose savings were dissipated by hazardous investments, entered into with so much credulity when they were solicited by business adventurers, that he delivered an address to a body of clergymen which was in substance a primary lesson in the care and protection of savings. His audience needed just such a lesson, and no doubt his kindly and intelligent advice saved many of those who heard him from serious losses.

"Every ministerial body, at least once a year, should be given instruction in the care and investment of their small savings. With little or no business training, they need this kind of advice to save them from 'confidential opportunities' to lose all they have. One word of caution every clergyman should be willing to remember, and that is never to invest with a stranger or with anybody else until the investment has met the approval of a banker or a prudent business man in his congregation."

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CURRENT - POETRY

Unsolicited contributions to this department cannot be returned.

THE writer here is accounted for by *Poetry* (Chicago) as born in Philadelphia of Spanish and Russian parentage, a graduate of Harvard and now studying at Oxford. Considering his origins, his note is strangely and authentically English:

LITTLE LOU

By JOSEPH AUSLANDER

To drink where the birds drink—
Oh, the draught's touch is tender and cool!
Think—
Scattered like soft buds over the brink
Of this delicate pool
The birds leave their kisses for you,
Little Lou.

To dream where the birds dream—
Oh, the wind on the leaves is drowsily wild!
Stream,
Feathers of slumber in magical number
Over our child, . . .
The birds breathe their pale dreams on you,
Little Lou.

To die where the birds die—
Oh, why is the woodland so hushed everywhere!
And why
Are all the leaves listless and limp in mid-air
Beneath a dead sky! . . .
The birds, they are dying for you,
Little Lou.

PARTICULARLY English is this which *The Measure* (May) gives us. May we not feel that we have some one who matches well with our overseas writers? In spite of possible protest of hundred per cent. new Americans:

IS THIS THE LARK!

By JOSEPH AUSLANDER

Is this the lark
Lord Shakespeare heard
Out of the dark
Of Dawn! Is this the bird
That stirred
Lord Shakespeare's heart!

Is this the bird whose wing,
Whose rapturous antheming,
Rose up, soared radiant, became
Sharp flame
To Shelley listening
And made him sing,
Throbbing alone, aloof, feveredly apart,
His profuse strains of unpremeditated art!

To think that I should hear him now
Telling that single fiery rift of heaven a wild lark
comes! . . .
The fresh cool scent of earth yearns at the plough;
In short keen rapid flurries the woodpecker
drums. . . .
To think that I should hear that mad thing sliding
Along a smoking opal ladder!
Hear that inevitable deluge of music riding
Into the sun, richer now—fainter now—madder!
To think that I should hear and know
The song that Shelley heard, and Shakespeare,
long ago!

THE surge of these lines is like a deep, quiet wave that moves to its goal. It is in *The Atlantic Monthly*:

THE SUPPLIANT

Πότνια, πότνια νύξ, ὑποδότεια τῶν
πολυπόνων βροτῶν!

By ANNE GOODWIN WINSLOW

I did not hear the footsteps stealing softly through
the door,
I did not see the shadow falling darkly on the floor,

I did not heed his coming nor know when he had
passed,
Nor dream that he could take you when I held
your hand so fast.

Are you happy in the meadows where his tall, pale
flowers grow?
Do you never miss the roses that you loved here
long ago?
How they bloom and how they wither while you
never come again,
In the garden where the morning still must look
for you in vain!

But the night knows how to find you; in her
mansions cool and deep
She has spells that lure and bind you, she has
dreams that clasp and keep;
And I kneel before the portal where her marble
moons are hung,
And I snatch the gift immortal to my mortal
yearning flung.

STATE-CONSCIOUSNESS is an exaggerated condition of modern days, and the poets are working the theme. *The American Poetry Magazine* (Milwaukee) devotes its April number to celebrating its home State. Charles Winke exploits Wisconsin as "an experiment in Democracy" and celebrates its capital in these lines:

MILWAUKEE

By CHARLES WINKE

I

By the far point that forms your upper bight,
Where the gray sea wall shelters like a nest
A bevy of gay pleasure craft at rest,
And 'round the nearer cape, low shored, alight
With the strong flare of furnaces at night,
They come—steel boat and barge and packet
pressed
Deck-deep into the water, or, more blessed
With beauty, some old schooner, gleaming white.

And in the city, where your triple streams,
By slip, canal and channel multiplied,
Flow blackly by their panoramic strand,
A thousand hulls lie, steeped in gentle dreams;
Disturbed not by the cranes above them spanned,
They slumber and are strangely glorified.

II

Beauty is here one with utility,
As in a tree or brightly flaming star:
They plow your harbor's flood, but do not mar
Its loveliness, the fleets that industry
Sends up and down upon the sapphire sea
Above whose surface, bright, enamelar,
Sun-flashing, or in hours that sunless are,
Moon-paved with gold and jeweled gloriously.

With night's innumerable stars, you rise a queen,
Fair mistress of the pathways of the lake:
From where majestically your structures stand,
White walled above the lake front's sloping green,
The busy boats, like shuttles weaving, take
Their winding courses to and from the land.

III

The daughter you might be of Italy,
A fairer Venice, though your life belongs
To a far sterner sway than rules the songs
Of gondoliers on streets of storied sea;
Here, up or down, a tug boat stridently
Whistles for passage, and the clattering gongs
Of bustling bridge guards halt the moving throngs,
And the stilled traffic for a space is free.

While from the flaring boat hull curls a small
Swift swell that breaks against the blackened piles
Flanking the towers that rise on either side;
And o'er the water, where, inverted, fall
The many-windowed walls in mirrored files,
A sea gull wheels, its snowy wings spread wide.

HERE is one of the "occasional parodies" that pop up in the *New Witness* (London). It derives from Alfred Noyes, and any one who knows aught of the sea will perceive how bitter the parody is in matter let alone manner:

THE HALLIARDS CHANTY

By W. K. S.

O, a neat young master went to sea
(With a way-ay, blow the man down)
With a bottle of milk from his fond mammie
(O, gimme some time to blow the man down).
He went to sea on a whaler trim
To see what the sea could do for him
(O, poor young man!)

He climbed the rigging in plush and silk
And nourished himself with a swig of milk.
He couldn't eat weevilled bread nor pork
And he couldn't abide no honest work.

One day he sighted a Spanish sail:
"O, there she blows!" he cried, "A whale!"
But the crew they sang with wicked glee
"O, take him back to his fond mammie!"

Now when his bottle of milk was gone
He faded away to a skellington;
His plush was tattered with tar and brine
And his breeks was patched with knotted
twine.

He died and we buried him out at sea
(With a way-ay, blow the man down)
And we sent a word to his fond mammie
(O, gimme some time to blow the man down).
"Now don't send lads like that again
With a bottle of milk to sail the main."
(O, poor young man!)

It sometimes strikes us that there is a spiritual sisterhood between Aline Kilmer and Alice Meynell. Here in *Hearst's Magazine* is one of the things that lead us to the reflection:

SANCTUARY

By ALINE KILMER

God has builded a House with a low lintel,
And in it He has put all manner of things.
Follow the clue through the mazes that lead to
His door,
Look in! Look in! See what is there for our finding.
Peace is there like a pearl, and rest and the end
of seeking;
Light is there and refreshment. But there shall be
more:
There we shall find for our use wide, beautiful
wings,
Ecstasy, solitude, space; and for those who have
been too lonely,
The love of friends, the warmth of a homely fire.

Oh, never grieve again for the piteous ending
Of loveliness that could not be made to last:
There all bright passing beauty is held forever
Free from the sense of tears—to be loved without
regret.

There we shall find at their source music and love
and laughter,
Color and subtle fragrance and soft incredible
textures.

Be sure we shall find what our weary hearts desire:
If we are tired of light, there shall be velvet dark-
ness

Falling over long fields, with stars, and a low voice
calling,

Calling at last the word we thought would never
be spoken.

But we, being hard and foolish and proud and
mortal,
Are slow to bend and enter that humble portal.

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PERSONAL • GLIMPSES

THE CREATOR OF "NICK CARTER"

"I NEVER IN MY LIFE wrote a Nick Carter that I would be ashamed to read aloud to a Bible class," Frederick van Rensselaer Dey used to protest. Yet those of us who were boys back in the Nineties remember how Nick Carter, Diamond Dick, Frank Merriwell and Old King Brady were frowned upon in those days. As the Worcester, Mass., *Gazette* reminds us, "they were supposed by Mother and Dad, teacher and preacher, to be very bad associates, and were communed with at great hazard." In fact,

To be caught with a copy of Nick Carter or Diamond Dick meant a painful interview with Dad in the woodshed. Teacher confiscated Frank Merriwell just at the moment when (behind a convenient geography) he was about to carry the ball over the line for Yale, with all Harvard on his back. Or Mother, attracted by the light gleaming from under the bedroom door, came in and snatched the latest Nick Carter out of her son's hand, just as the greatest detective of them all was about to burst into the counterfeiters' den and break up the gang.

But the movies came in, and the boys who thrilled with Nick, Frank and Dick are getting bald and gray. And strange to say, the predictions of Sunday-school teacher that "Boys who read such trash will come to a bad end," have not come true. But, it isn't really strange, for in those five-cent thrillers virtue was ALWAYS triumphant, vice was ALWAYS conquered. The bad people were BAD, and had no mitigating graces. Nick Carter, Frank Merriwell and Diamond Dick were latter-day knights, their gargantuan abilities always at the service of the weak and the oppressed. No word or hint in any of those stories could have brought the slightest tinge of pink to Queen Victoria's or Anthony Comstock's cheek.

A tremendous worker was Dey. Probably no other writer of our time produced so rapidly, and it is doubtful if any other writer, from the earliest ages down, produced so voluminously. As the Manchester, N. H., *Union* observes,

Prodigious production is the outstanding feature of the work of Frederick van Rensselaer Dey, author of the Nick Carter stories, who ended his life in New York a day or two ago. Unflagging industry has been a quality of some of the modern school of strictly present use fiction, but none of them has been known to approach Dey in either volume or steadiness of output. Indeed, it was very generally supposed that the series of detective tales on which generations of youthful readers grew up was the work not of one writer but of many, syndicated under a single pen name, but we have it on the word of the creator of Nick Carter himself that it was all his own. A few years ago he put in print the story of his performance, and an amazing showing it was, for which he vouched.

According to this tally, the first Nick Carter story was printed in 1890. It was followed by others at weekly intervals. The first four ran about 33,000 words each. Then for a time they dropt to 20,000 words, but later were designed of a pattern

length of 30,000 words. Omitting Sundays, that meant an output of 5,000 words every day—a pretty stiff pace to keep up, year in and year out, unless Pegasus be turned into a steady-going road horse. It has been estimated that Mr. Dey put out a total of nearly eleven hundred yarns of novelette length, with a total of about forty million words. Anybody with mathematical inclinations can figure out what that would mean in

novels of seventy to ninety thousand words. As Mr. Dey produced other yarns as well as those in his chief series, writing under a variety of pseudonyms, it probably would be impossible to arrive at a precise computation of his production. The chances are that he himself would have been unequal to the task.

Of course, all sorts of stories are told of his methods of composition. He dictated many of his tales, some of which are said to have been taken down by stenographers following him on long tramps along country roads. He himself recorded that he found his plots and his characters anywhere, that he liked to get about among people of all classes and keep his eyes and ears open. Moreover, he had a fancy for letting his plots work out their own development, and seldom began a story with any fixt notion of how it would end.

Dey's friends say that he used the typewriter so steadily that the muscles of his back and shoulders were abnormally developed, and in its account of him the *Kansas City Star* tells us that in winter he wrote in a little office over on Fifth Avenue, where his

name was not on the door, and callers were not wanted. Remarks *The Star*:

"Where do you get your plots?" Dey was asked once.

"Everywhere," was the reply. "One day I was sitting in the window of the Elks' Club, when I saw a man, evidently a laborer, come from the direction of the park and stop at the fence that encircles the Columbus monument. He made some marks on a picket, then ran away. Five minutes later another man appeared and made some marks, then hurried west on Fifty-ninth street. A third man came along and did the same thing.

"I went down and examined the marks, which were made with chalk of different colors. I think there was a motormen's strike on and these marks were made by strikers. That was enough for me to start a new story. Only I made the plot more important than a motormen's strike. I used a South American revolution.

"Another time I was on a Fulton ferry-boat. As we passed under the Brooklyn bridge an envelop fluttered down at my feet. Some woman had tossed it out of a street-car, no doubt. There was nothing in it. But it was enough of an incident to form the first chapter of a thriller entitled 'A Clew from the Clouds.'"

But the characterization of Nick Carter did not comprise all Dey's works. Often he would forge ahead of his publishers on the "Nick" contracts and find time for other publications. At such times he would dash off a few of the women novels published under the name of Bertha M. Clay, Marian Gilmore, and others. He wrote short stories under forty different names.

"I would rather write than read," Dey said in an interview

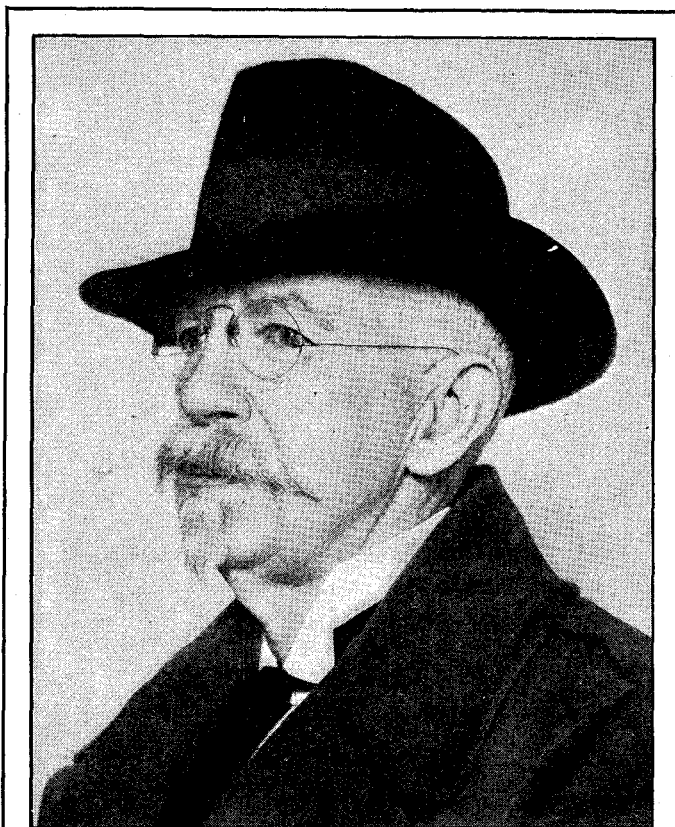


Photo by International.

DIME-NOVELIST SUPREME.

Frederick van Rensselaer Dey, who wrote 40,000,000 words and delighted more than 40,000,000 small boys—and died penniless.

Cantilever Stores

Cut this out for reference

Akron—11 Orpheum Arcade
Albany—Hewett's Silk Shop, 15 N. Pearl St.
Altoona—Bendheim's, 1302—11th Ave.
Asbury Park—Best Shoe Co.
Asheville—Anthony Bros.
Atlanta—Carlton Shoe & Clo. Co.
Auburn & Geneva, N. Y.—Dusenbury Co.
Austin—Carl H. Mueller
Baltimore—325 No. Charles St.
Battle Creek—Bahlman's Bootery
Bay City—D. Benda Co.
Birmingham—219 North 19th St.
Boston—Jordan Marsh Co.
Bridgeport—W. K. Mollan
Brooklyn—414 Fulton St.
Buffalo—639 Main St.
Butte—Hubert Shoe Co.
Camden—Curran's, 110 B'way
Cedar Rapids—The Killian Co.
Charleston—J. F. Condon & Sons
Charlotte—221 Piedmont Bldg.
Cheyenne—C. & M. Bootery
Chicago—30 E. Randolph St. (Room 502)
Chicago—1750 Sheridan Rd. (Room 214)
Cincinnati—The McAlpin Co.
Cleveland—Graner-Powers, 1274 Euclid Av.
Columbia, S. C.—Watson Shoe Co.
Columbus, O.—104 E. Broad St. (at 3rd)
Dallas—Leon Kahn Shoe Co.
Dayton—R. M. Neustadt & Sons
Dayton—The Rike-Kumler Co.
Denver—224 Foster Bldg.
Des Moines—W. L. White Shoe Co.
Detroit—T. J. Jackson, 41 E. Adams Av.
E. Liverpool—G. Bendheim
Easton—H. Mayer, 427 Northampton St.
Elizabeth—Gigli's, 1053 Elizabeth Ave.
Elmira—C. W. Shea
El Paso—Popular Dry Goods Co.
Erie—Weschler Co., 910 State St.
Evanston—North Shore Bootery
Fall River—D. F. Sullivan
Fitchburg—W. C. Goodwin, 342 Main St.
Fort Dodge—Schill & Habenicht
Galveston—Fellman's
Grand Rapids—Herpolsheimer Co.
Greenville, S. C.—Pollock's
Hagerstown—Bikle's Shoe Shop
Harrisburg—Ormer's, 24 No. 3rd St.
Hartford—86 Pratt St.
Hot Springs, Ark.—Rosenthal's
Houston—Clayton's, 803 Main St.
Huntington, Va.—McMahon-Diehl
Indianapolis—L. S. Ayres & Co.
Jackson, Mich.—Palmer Co.
Jacksonville—Golden's Bootery
Jersey City—Bennett's, 411 Central Ave.
Johnstown, Pa.—Zang's
Kansas City, Mo.—Nelson Shoe Co.
Kansas City, Mo.—300 Altman Bldg.
Kingston—E. T. Stelle & Son
Knoxville—Spence Shoe Co.
Lancaster, Pa.—Frey's, 3 E. King St.
Lansing—F. N. Arbaugh Co.
Lawrence, Mass.—G. H. Woodman
Lexington, Ky.—Ross, Todd Co.
Little Rock—Poe Shoe Co., 302 Main St.
Los Angeles—505 New Pantages Bldg.
Louisville—Boston Shoe Co.
Lowell—The Bon Marche
Mason City—Woodruff Shoe Co.
McKeesport—Wm. F. Sullivan
Meridian—Winner, Klein & Co.
Milwaukee—Brother Shoe Co.
Minneapolis—21 Eighth St., South
Mobile—Level Best Shoe Store
Montgomery—Campbell Shoe Co.
Morristown—G. W. Melick
Mt. Vernon, N. Y.—A. J. Rice & Co.
Nashville—J. A. Meadors & Sons
Newark—807 (opp. City Hall)
New Britain—Sloan Bros.
New Haven—153 Court St. (2nd floor)
New Orleans—109 Baronne St. (Room 200)
New Rochelle—Ware's
New York—22 West 39th St.
Norfolk—Ames & Brownley
Oakland—205 Henshaw Bldg.
Omaha—1708 Howard St.
Passaic—Kroll's, 37 Lexington Ave.
Pawtucket—Evans & Young
Peoria—Lehman Bldg. (Room 203)
Philadelphia—1300 Walnut St.
Pittsburgh—The Rosenbaum Co.
Pittsfield—Fahs, 234 North St.
Plainfield—M. C. Van Arsdale
Portland, Me.—Palmer Shoe Co.
Poughkeepsie—Louis Schonberger
Providence—The Boston Store
Reading—Sig. S. Schweriner
Richmond, Va.—Seymour Sytle
Rochester—148 East Ave.
Rock Island—Boston Shoe Co.
Saginaw—Goeschel-Brater Co.
St. Louis—516 Arcade Bldg.,
St. Paul—43 E. 5th St.
Salt Lake City—Walker Bros. Co.
San Antonio—Guarantee Shoe Co.
San Francisco—Phelan Bldg., Arcade
San Jose—Hoff & Kayser
Savannah—Globe Shoe Co.
Schenectady—Patton & Hall
Seattle—Baxter & Baxter
Shreveport—Phelps Shoe Co.
Sioux City—The Pelletier Co.
South Bend—Ellsworth Store
Spokane—The Crescent
Springfield, Ill.—A. W. Klaholt
Springfield, Mass.—Forbes & Wallace
Stamford—L. Spelke & Son
Syracuse—136 S. Salina St.
Tacoma—255 So. 11th St. (Fidelity Bldg.)
Terre Haute—Otto C. Hornung
Toledo—LaSalle & Koch Co.
Topeka—The Pelletier Store
Trenton—H. M. Voorhees & Bro.
Tulsa—Lyons' Shoe Store
Utica—Room 104 Foster Bldg.
Waco—Davis Smith Bootery
Waltham—Rufus Warren & Sons
Washington—1310 F. St.
Waterbury—Reid & Hughes Co.
Wheeling—Geo. R. Taylor Co.
Wilkesbarre—M. F. Murray
Worcester—J. C. MacInnes Co.
Yakima—Kohls Shoe Co.
Yonkers—Louis Klein, 22 Main St.
York—The Bon Ton
Youngstown—B. McManus Co.
Zanesville—J. B. Hunter Co.

Agencies in 236 other cities.

Youth is Flexible

Supple Grace is a Reward —keep your feet young

Today everyone wishes to keep young. This spirit has much to do with the increasing popularity of Cantilever Shoes. For youth is essentially flexible and the springy, elastic grace of youth has its foundation in the feet.

It is apparent to all that the pleasant activities that prolong the vitality of youth, such as golf, tennis, dancing and walking, depend largely upon healthy feet for their enjoyment and their benefits.

The expression "young feet" heard so much today is significant. Your foot is a cantilever spring, formed of twenty-six bones held in place by muscles. When these muscles are forbidden full freedom to exercise, your feet are not only losing their health but are causing you to lose yours.

Cantilever Shoes are made with flexible arches like the arches of your feet. These arches follow the curve of your own, affording gentle, restful support that does not hamper the natural flexibility of your feet. They permit your foot muscles to exercise and strengthen.

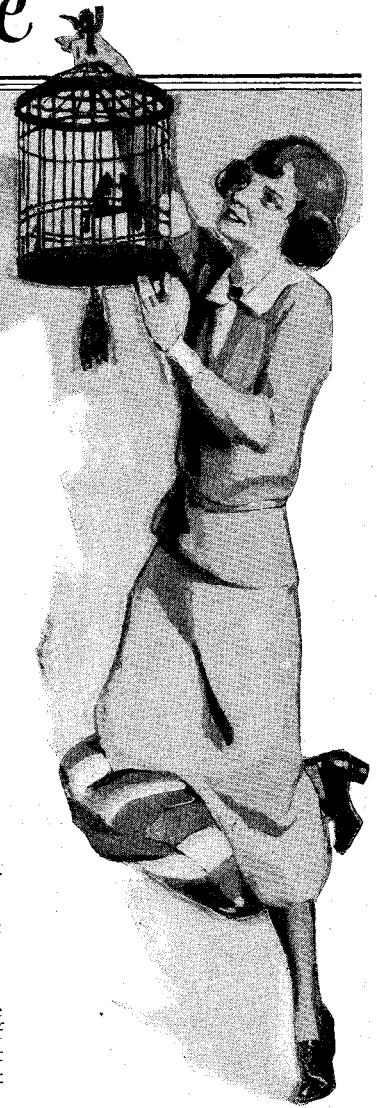
With their flexible arches, trim, natural lines and properly placed heels, Cantilevers give you comfort, better circulation and correct posture. A sense of freshness and physical elation often results. Many women speak of the comfort and increased vitality they derive from Cantilever Shoes.

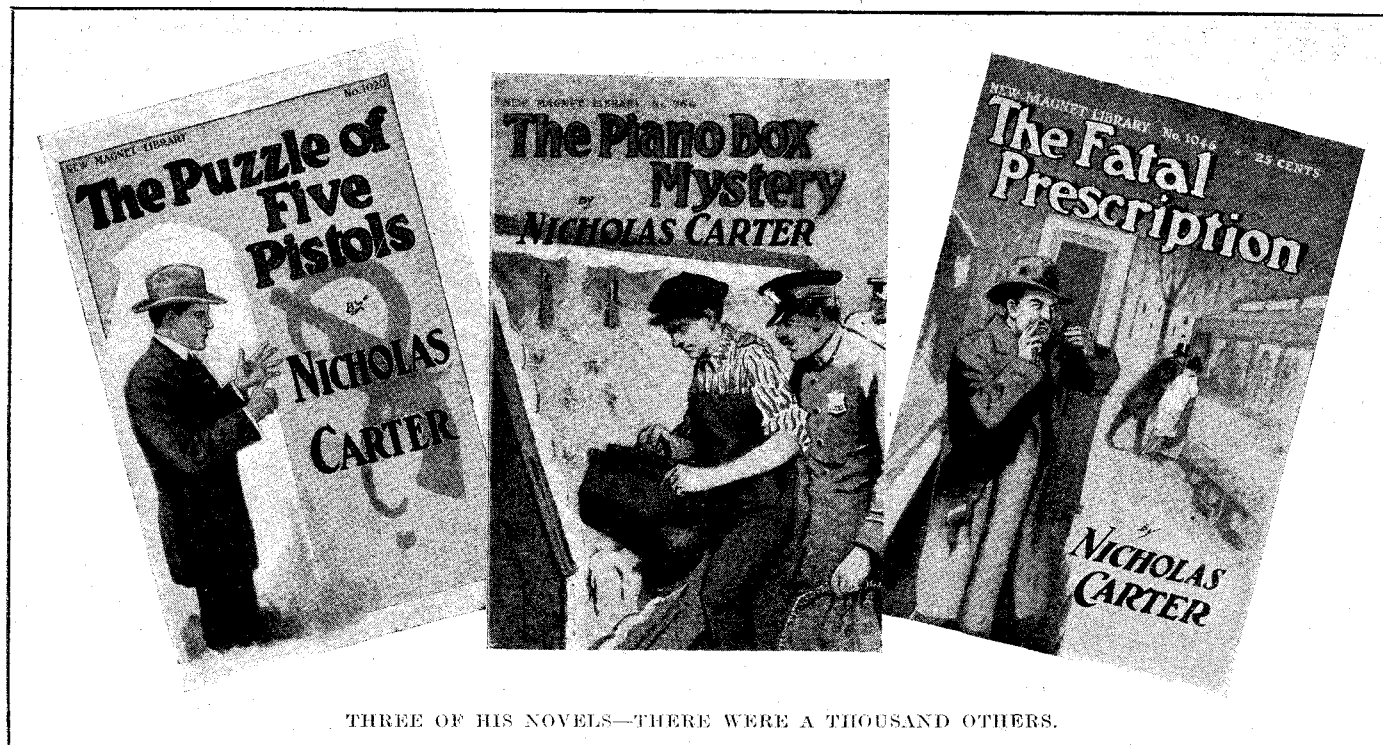
Cantilevers are made of fine materials, by skilled workers who have received a special training for years. When buying shoes, be certain that you are at a Cantilever dealer's (there is only one in each city, except in New York) and look for the Cantilever trademark in the shoe. Cantilever Shoe merchants have been carefully selected for their ability to fit the foot.

There is a partial list of Cantilever dealers at the left. If none listed is near you, write the makers, Morse & Burt Co., 1 Carlton Avenue, Brooklyn, N. Y., for the name of a nearby dealer and an informative booklet about shoes and feet.

Cantilever Shoe

Endorsed by Women's Colleges, Women's Clubs,
Public Health Authorities, Physicians, Osteopaths,
Directors of Physical Education, Editors, Stage
Celebrities, and prominent women everywhere.





not long ago. "Summer or winter I am up at daylight, and as soon as I have eaten a steak or two, I am ready for the battle. I usually finish my day's work by noon. I can't have a moment's peace of mind until my day's work is done. All I need is my faithful typewriter and a window from which I can look out upon the water, if that is possible.

"I used to have a stenographer to whom I dictated my stuff. But I found that was more tiresome than writing it myself. When prest, I can write at the rate of three thousand words an hour. From constant training I find that my brain, or some subconscious something keeps about six hundred words ahead of the machine. The mind is blazing the trail and paying no attention to the work of the hands."

Dey wrote more than 1,000 Nick Carter novelettes, some 40,000,000 words in all, so the *Newark News* tells us, continuing, "If his fiction was not of high order, and if it distorted life, it at least had the merit of being clean and always of painting the hideous mien of vice. It scorned to give the criminal a romantic gloss." Meanwhile the *Rochester Times-Union* observes,

Time has made us realize that Nick Carter was pretty good reading. Virtue always triumphed and the villain always was foiled and punished, in the Nick Carter stories.

The present generation would be better off if it read Nick Carter and even the namby-pamby Rollo stories instead of the modern flood of erotic and decadent, trashy sex fiction.

Farewell, Nick Carter! You were a great detective.

An entire page by David Karsner in the *New York Call* is devoted to an analysis of "Nick Carter's" popularity. We are told,

Nick Carter was an American institution, quite as much so as Independence Hall and the Betty Ross House on Arch Street, in Philadelphia. Millions of

Americans who were boys a generation ago waited breathlessly from week to week for the lurid-covered quarto sheets, badly printed, that contained the latest exploits of this great American hero who won every single battle in which he engaged with his many enemies. That was the wonder and glory of Nick Carter! He never lost. He always won. Success must have been his middle name. Defeat was as foreign and as strange to him as a flapper would be among the Igorotes.

It was the element of success, of victory, in Nick Carter's career that made him readable and alluring. Millions—I do not think that is an exaggeration—of American boys who are now college presidents and professors, some preachers, too, perhaps, devoured that weekly story like bees swarming around the shrinking bud. Nick Carter was not a blustering braggart—oh, how shy, modest and diffident he was in telling how he bumped

four train robbers off the earth with a quartet of bullets, saving the fifth and final ball for his own stout heart should he find himself in a tight corner with his back to the wall.

It is interesting merely as a matter of wayward speculation to try to figure out just what percentage of the present-day colonels, captains and corporals of great and small industry, the professions and the sciences, started their reading with Nick Carter. Who knows but what those lurid tales of daring fired the imagination of many a boy now a prominent figure, or figure-head, in public or private life? Was Henry Ford a Nick Carter fan? Did not the late Edward H. Harriman admire the old sleuth? Who knows but that President Harding, as a youngster, slipped round to the candy and cigar store where the big wooden Indian, with immobile face, always stood, his right hand clutching a tomahawk, and bought the latest issue of Nick Carter from Marion's Main Street merchant?

American girls, at least many of them, missed much of the joy of life by not being able to appreciate the exploits of Nick Carter. What did they have to read! Such stuff as "Elsie Dinsmore," by Martha Finley, who wrote and rewrote her one and only theme into 20 titles.

CHAPTER VIII.

A TERRIBLE REVENGE.

"Murder!" cried Ashley, "but where is the body?"

Nick knew well enough. On the floor by the box were the books which he had packed in it, as well as the mats and cushions with which he had filled the extra space.

To tear the cover from the box was the work of an instant.

A ghastly sight was revealed, but it was not what Nick had feared.

It was the body of Harrington.

The beautiful girl had accomplished her own vengeance.

Nick dragged the body out. It was transfixed with a dagger, sharp as a needle, and so long that the point protruded from the dead man's back. The weapon had evidently passed straight through the villain's heart.

He must have died without a groan. The body

Copyrighted by Street & Smith.

THRILLS TO BURN.

A page from "The Hunter of Men," typical Nick Carter romance—beat it if you can.



The changing point of view

Doubtless you have observed it yourself—this changing point of view. Thousands of persons have.

Constantly, since the inception of the industry, first one car, then another, and then another, has seemed by common consent to occupy the foremost place in public esteem.

That the evidence points to the LINCOLN as the car now meriting this distinction is, of course, deeply gratifying to ourselves and decidedly pleasing to LINCOLN owners.

But isn't it perfectly logical; simple as A B C when you remember that it was the LINCOLN which brought into actual being the very qualities to which motorists of mature discernment had long looked forward?

When a new creation sets at naught all past conceptions of what a motor car should be, and do; when its mode of action is so much more captivating and motor travel made vastly more delightful; when it shows a degree of stamina and consistency of performance never experienced before, then what is more natural than that prevailing judgment should single it out for the highest estimate that can be conferred upon a motor car?

LINCOLN MOTOR COMPANY, DETROIT, MICHIGAN

LINCOLN

LELAND



BUILT

NEW YORK'S "UNCROWNED KING"

IT TAKES A RATHER unusual stretch of fancy to imagine two Irishmen dining together in grim and awful silence, especially as one of them was the brilliant T. P. O'Connor, M. P., better known as "Tay Pay." Still more famous, if less brilliant, was his guest, Richard Croker. When Croker died the other day, the London *Telegraph* printed "Tay Pay's" recollections of him. Says the Irish politician and journalist:

"He dined with me one night in the House of Commons and I had a full opportunity of studying him; and he was worth studying. 'What did you think of the silent Napoleon?' asked an American who was also present. He was certainly silent. He never spoke a word throughout the dinner. Wine did not unloose his tongue, for he drank nothing but ginger beer. His face might have been that of a prize-fighter. With grim lips tightly prest together, with heavy brow, close-cropped beard, a face impassive, vigilant and self-contained and a figure rugged, strong and thickset, he certainly looked the part."

Referring to impressions of Croker on other occasions, O'Connor says:

"It was strange to hear this man after he had uttered some phrase that struck you as Napoleonic in its vision and its audacity, and had given other indications of natural genius in the governing of men, stray into such phrases as 'thim min,' the last word in Irish want of grammar and of correct pronunciation."

However, "Tay Pay" might have recalled that Croker was a self-made Napoleon, true to type, for, as the New York *Herald* reminds us,

All the noted-bosses of Tammany sprang from small beginnings. Tweed was a chair-maker, Kelly a stone mason, Croker a machinist, Murphy a car-driver. All came from the East Side and from districts where the Irish, who were the backbone of the Democratic Party in New York, predominated. All grew up in periods when being in politics meant fighting. And Croker was the greatest fighter of the lot. Indeed, it was the fighting quality that made Croker what he was. He radiated courage and aggressiveness. The leonine head, the mighty jaw, the penetrating eye, the deep chest and the commanding voice all bespoke power. He had not Tweed's slickness, Kelly's pretense of high citizenship or Murphy's opportunism; but he excelled them all in dominating lesser politicians.

Boss Croker treated Tammany as the whole experience of the Hall has indicated its need to be treated. It is a one-man organization. The two-headed rule of Kelly and John Morrissey was short-lived. When Kelly, supreme ruler of the Hall, died, in 1886, the executive committeemen declared that they, and no boss, would control Tammany. The strongest four men emerged from the twenty-four: Croker, Hugh Grant, Thomas F. Gilroy and W. Bourke Cockran. The four ruled for a time. Of these Croker was least in mental gifts, but presently he was the sole Boss, and he remained so for sixteen years. Grant had culture and popularity. Gilroy was a fine administrator. Cockran had a wealth of scholarship and oratory. But Croker was a strong man, a man of courage and deeds and a wonderful capacity to make men love or fear him. The others yielded to the combination most necessary in an organization in which, as in the animal kingdom, the fittest survive.

It is twenty years since Croker went away. It is ten years since Tammany Hall men stopt whispering the rumor that

the Boss might come back and take his old job. But Croker's mind had turned to other things. He had reached the complacent stage where the winning of an English Derby was more to be desired than the election of a Mayor of New York. And yet he was still keen for conflict, whether at the race-track or in the tarpon waters of Palm Beach. All his life was conflict, from the bare-knuckle contests in Jones's Woods when he was a boy to the lawsuits with his children when he was an old man.

Whatever his faults as a head of an organization that never was angelic, Richard Croker will be remembered for his virtues, too. He knew neither fear nor hypocrisy.

While Croker "worked for his own pocket all the time" and was not given to making friends, the organization he commanded had a great admiration for him, as is shown by the resolutions passed by Tammany and circulated in the press:

"From time to time the melancholy duty devolves upon us, in an especial manner, to note the death and pay deserved tribute to a brother whose character and worth have won our respect and admiration.

"It is therefore with profound sorrow that we learn of the passing of the Hon. Richard Croker, an old member and sachem of our historic society. In his departure we lose a valued and devoted member, and Democracy a tried and true defender. He was always a consistent and loyal Democrat, and had an abiding faith in the principles of his party. To him Democratic success and the application of Democratic principles to Governmental affairs tended to promote the happiness of the people and the best interests of the State and city.

"For sixteen years he was the designated leader of the Democracy of this country, and showed a high order of executive efficiency. He was always safe, sane and sensible. While naturally modest and unassuming, he was courageous and resolute, especially when the issue was the question of Democratic supremacy.

"It is needless here, where he was known so well, to dwell upon his character or to recount his achievements. Suffice it to say that he met, with ability and integrity, the test that determined his fitness for every position of trust he held.

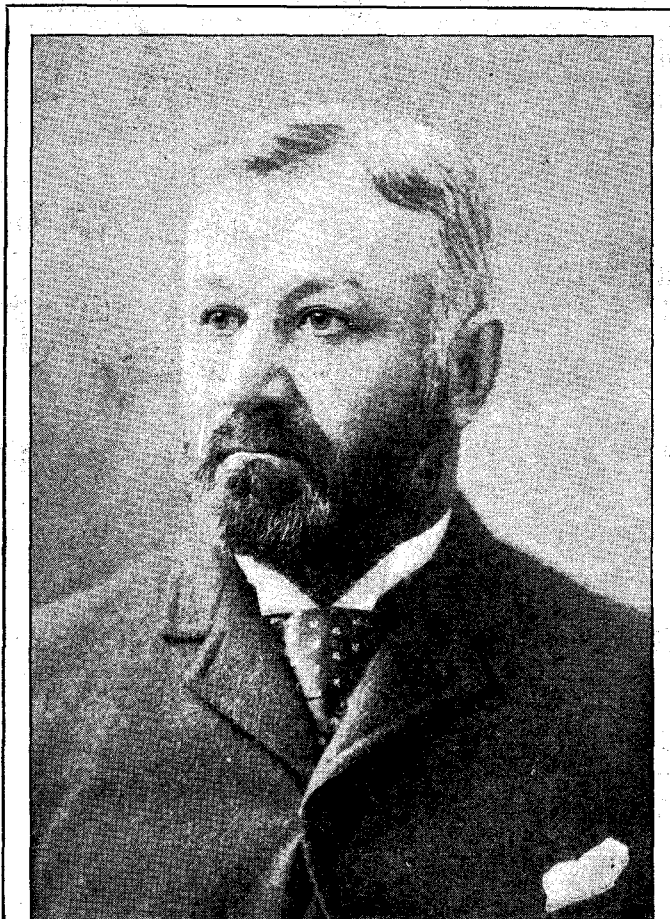
"When he died a long and serviceable career was closed and a useful and representative citizen passed out."

Here and there in the press we find tributes to Croker's honesty, courage and ability. The *Baltimore American*, for example, tells us that—

According to his lights, Croker was thoroughly honest. He dealt in the political game at a time when almost the only object of the game was to win it and when public opinion, particularly in the large cities, rather generously supported that view. But it could be fairly said of Croker that he was a man of his word, that he fought in the open and that he never dealt in hypocrisy.

If Croker had been national-minded he might have made himself a figure that would have stood out in history. He had the courage and the energy and the ability to accomplish it. What he did lack was vision—the vision that makes men love their country not only for the hour but for eternity. The difference of vision is, rather fully, the chasmal difference between a Croker and a Roosevelt.

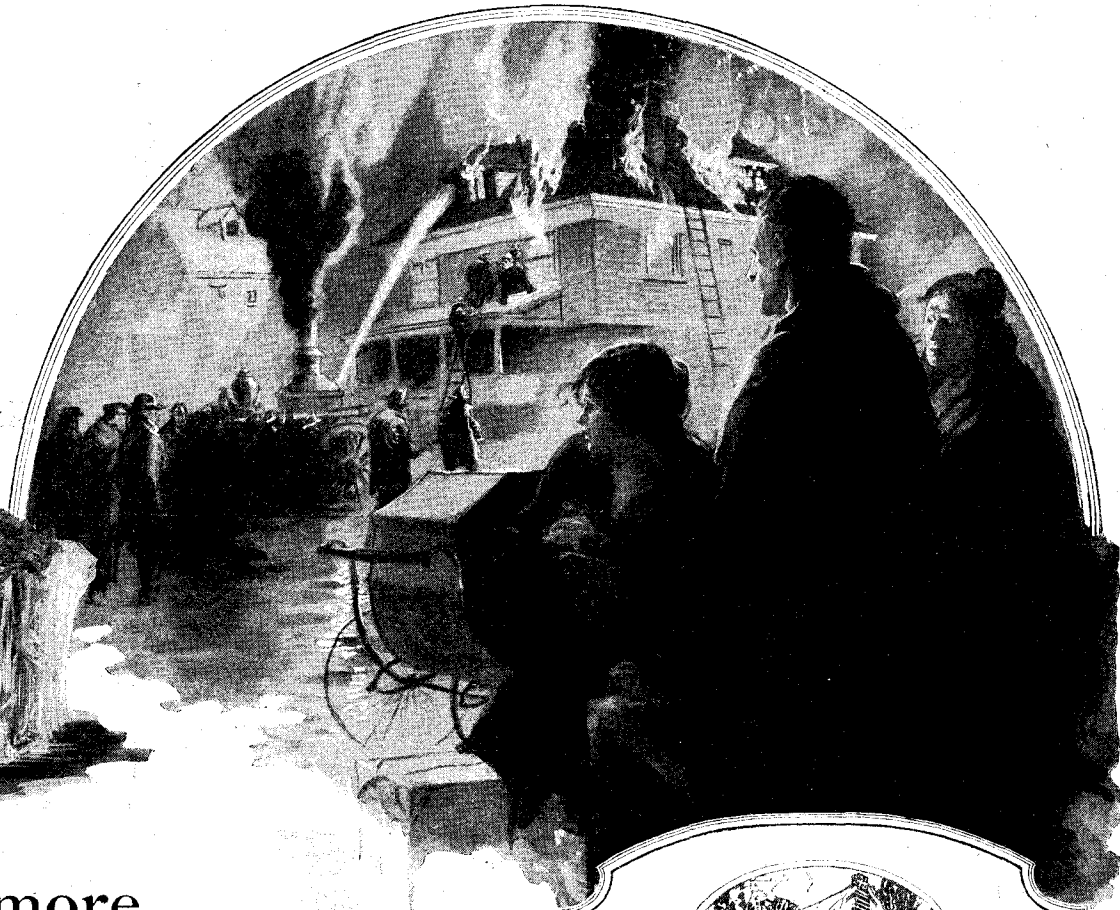
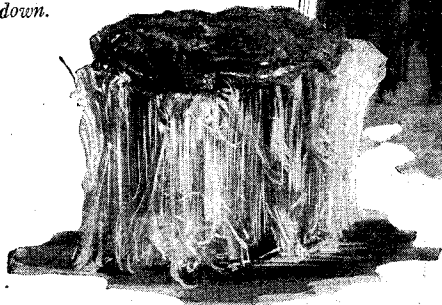
Nature does not endow us all with the fullest powers, but the powers with which she did endow Richard Croker—and they



"WORKING FOR MY OWN POCKET ALL THE TIME."

Richard Croker in the days of his dictatorship.

This curious, fibrous rock is the basis for all Johns-Manville Asbestos Roofings. It gives them fire-safety, of course, and in addition, durability and permanence. It keeps roofing costs down.



For \$30 more he could have prevented this with an Asbestos Roof

A SPARK from the chimney flue... it falls on the roof... a tiny, ominous flame... and soon the whole house is ablaze—betrayed by the roof that is supposed to protect it.

All because somebody grudged the few dollars necessary to make that roof a real protection. The cost of a few shrubs from the lawn would have given that home the fire-safety of Asbestos Roofing.

Perhaps they did not know this. Many people are inclined to think Asbestos Roofing expensive because it is always so highly spoken of.

But this is not so. Anybody who can afford to set up four walls can afford to protect them with Asbestos Roofing. On such a house as that in the picture the difference

is less than thirty dollars. It is worth it.

For the same indestructible rock fibre that gives Johns-Manville Asbestos Roofing their fire-safety also gives them permanence. Weather, rot and corrosion have little effect upon asbestos. These roofings never need painting, refinishing or other protective measures, and they should last as long as the home they protect.

There is a roofing of Johns-Manville Asbestos, either in shingle or roll form, for every type of structure. Select yours from the chart on the right.

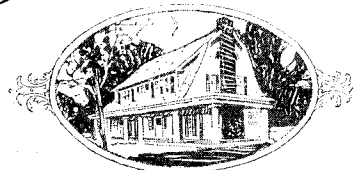
Ask your roofing dealer or builder for samples and prices of these roofings. Each is given the highest rating in its class by Underwriters' Laboratories, Inc.

JOHNS-MANVILLE, Inc., Madison Ave. at 41st St., New York City

Branches in 56 Large Cities

For Canada: CANADIAN JOHNS-MANVILLE CO., Ltd., Toronto

JOHNS-MANVILLE Asbestos Roofing



What Type of Asbestos Roofing? This chart will help you decide

Kind of Building	Type of Asbestos Roofing	Brand or Trade Name
Small buildings	Slate surfaced roll roofing or shingles	Flexstone—red or green
Dwellings \$3,000-\$7,000	Slate surfaced roll roofing or shingles or rigid asbestos shingles	Flexstone—red or green; rigid—red, brown or gray
Dwellings \$7,000-\$25,000	Rigid asbestos shingles	Standard or extra thick—red, brown, gray or blended
Dwellings \$25,000 upwards	Rigid asbestos shingles	Colorblende—live-tone, brown with or without red or gray accidentals
Factories, shops and mills—Monitor and Sawtooth roofs*	3 or 4-ply ready roofing	Johns-Manville Asbestos Ready Roofing or Built-up Roofing
Flat roofs—all buildings*	Built-up roofing	Johns-Manville Built-up Roofing
Skeleton frame buildings standard conditions*	Corrugated asbestos roofing with steel reinforcement	Johns-Manville Corrugated Asbestos Roofing
Skeleton frame buildings—excessive temperature or condensation conditions*	Corrugated asbestos roofing without steel reinforcement	Johns-Manville Transite Corrugated Asbestos Wood Roofing

* Note—Industrial buildings call for expert advice. A roofing expert is available at all Johns-Manville Branches.



were not slight ones—were used by the beneficiary to the best of his ability. And, when all is said, could he have done more than that?

If Croker's use of his talents was an expensive thing for New York City, well, why did New York City allow itself to be ruled by Richard Croker? As the *New York Evening Post* asserts,

The peculiar shame of Richard Croker's decade and a half of rulership in New York City was not the sordid character of that rule, but the fact that it was endured. Richard Croker could not have lasted as dictator for a day if the Croker spirit of "working for my own pocket all the time" had not animated numbers of citizens who passed as respectable. One of them expressed their position in the cynical remark: "Mr. Croker seems to be able to deliver the goods."

The list of hosts at the famous dinner that was given to the former boss upon one of his return visits from abroad is sufficient explanation of what we conventionally speak of as the mystery of bossism among an ostensibly democratic people. Whenever the voters made up their minds to rid themselves of Croker, they had no difficulty in turning the trick. The question that rises to plague them is, why didn't they do it oftener?

We are driven for comfort to the consideration that, inexcusable as Croker's misrule was, it was not the orgy of corruption that flourished under Tweed and that it is not being duplicated in this city or in any other to-day. Nobody accuses Murphy of making his money as Croker is supposed to have made his, by the sale of offices and legislation and participation in the swollen profits of public contracts. It has been twenty years since Philadelphia had a Mayor who left office a millionaire. Even Thompson of Chicago, who stands alone as a Mayor who is also a boss, is not on the Croker plane. The boss has yielded to the demagog. In New York we have our Hylan, as Boston has her Curley. Mayors like these may compel self-respecting men and women to blush for their city, but at least they do not give them the sickening sense of degradation that afflicts them under the reign of an Ashbridge or a Croker.

The demagog must persuade the people that he is fighting their battles. The boss is under no such compulsion on his own account, altho he naturally nominates demagogic candidates to serve as his pawns. Even with a Hearst behind a Hylan, pulling the strings of his puppet, we are not in the slough in which we wallowed when Richard Croker was the uncrowned king of New York.

At all events, Croker was a "character." Witness the stories told of him to a *New York Times* reporter the other day by old friends of the "uncrowned king." We read:

Altho accustomed to placing wagers on race-horses, Mr. Croker was averse to card-playing for high stakes. It was recalled that once when returning on a train from a Democratic State Convention at Buffalo, Mr. Croker was repeatedly invited by a prominent New York City Democrat, then an \$1,800 loser, to "sit in" a poker game. Mr. Croker finally accepted the invitation and asked what were the stakes. He was told that the limit was \$50. "You're crazy," he said, "let's make it fifty cents."

As Mr. Croker was then the "boss" in every sense, the 50-cent limit continued all the way from Syracuse to New York to the great disgust of the other players, particularly the one who had prest Mr. Croker to play, and who had no opportunity to recoup his earlier losses.

Another anecdote concerned Mr. Croker's action in placing the Tammany Hall flag at half-mast when President McKinley was shot. He reprimanded an Assembly district leader who gave an outing on the following day and directed another leader to postpone the outing he had arranged.

Mr. Croker's favorite cartoon was said to have been a picture of himself walking arm in arm down a gang-plank with Thomas B. Reed, then Speaker of the House of Representatives, with the caption "Who's Your Fat Friend?" This sentence afterward became a catch phrase of his. Cartoons, even those most bitterly attacking him, were always of interest to Mr. Croker. He had many of them bound in volumes, which he presented to his friends.

One of Mr. Croker's favorite forms of enjoyment was in eluding newspaper reporters. Once when he returned from Europe, after he had left Lewis Nixon in the leadership, Mr. Croker eluded the reporters and passed three days on Mr. Nixon's houseboat in the bay. He then went to the summer home of Edward Murphy, Jr., of Troy, at Elberon, N. J., and related with chuckles at dinner how he had kept his whereabouts secret. He had just finished his story of how he had done it when a servant entered with the information that a group of newspaper men had called to see Mr. Croker.

Chatting with a *New York Sun* reporter, the other day, Mr. Chauncey M. Depew described Croker as a square fighter and an "exceedingly able and forceful leader," adding,

"He was a king, and New York was his kingdom. He was the absolute master of the city, such as I don't believe could ever exist again, and the Mayor and the heads of the various city departments recognized him as the absolute controlling power."

"I said to him once: 'You naturally feel responsible for the conduct of the city government. How do you know that things are being properly managed?' Mr. Croker replied: 'I go down to the City Hall every day and go through the departments and see what is going on. Of course, I get many complaints, and when I do I investigate them, and if I find any one at fault, I take them to task.'"

"Once, when I suggested that there must be innumerable conspiracies being plotted to overthrow his power, he replied: 'Yes, there are combinations constantly being formed but when the conspirators or rebels reach as many as five somebody always gives them away, and then I have no trouble.'"

"He was an exceedingly able and forceful leader, and the railroad had to recognize him as the ultimate controlling power, just as did the Mayor and the city officials. His outstanding characteristics were his intense loyalty to those who were loyal to him, and his quick punishment of those who were unfaithful. And he was perfectly fair. When he thoroughly understood a subject and

made up his mind about it he did, or had the city do, what he thought was right.

"Of course, he didn't always do what I thought was right between the city and the railroad, but I always had absolute faith in the honesty of his judgment. He was always a fair opponent and never attempted to take undue advantage, except in the case I have just cited."

Mr. Depew and Mr. Croker were not personal friends; they were separated by party lines and by social ties, so the two rarely met except when "Mr. Croker would drop into my office for what he would call 'a friendly chat,' but what really was a scouting expedition for information. He used to pay calls of this kind on the prominent men of the day, the bankers and lawyers, and in that way kept in close touch with everything that was going on in the city in other fields than the political."

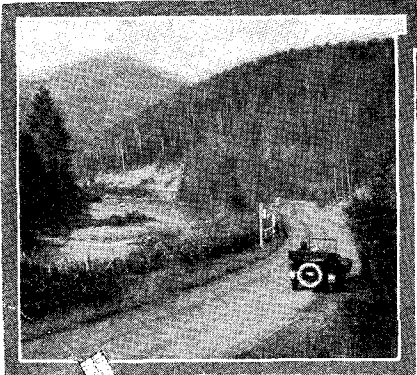
"He was one of the strongest men physically in New York," added Mr. Depew with a smile, "and he told me once that if he suspected a district leader of plotting against him he would summon him to his office and stand him in the corner and seize him and jump him up and down. After each jump Croker said, 'I would say to him, "Are you square?" and he would always surrender.'"



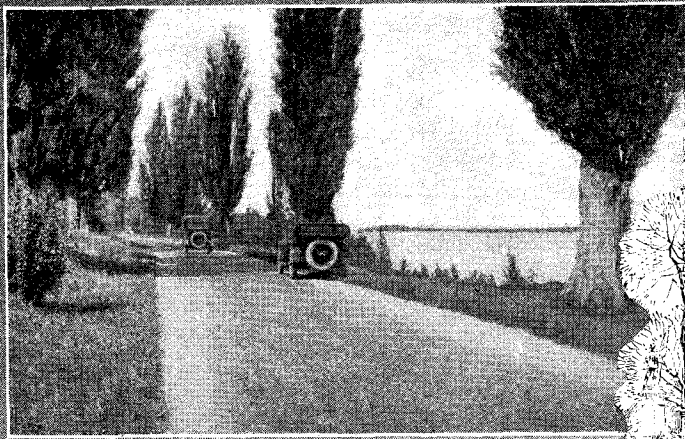
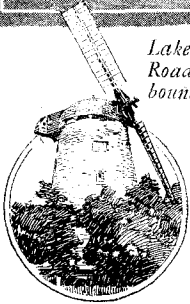
THE BOSS AND HIS BOSS

Richard Croker with the Indian bride who inherits his fortune.

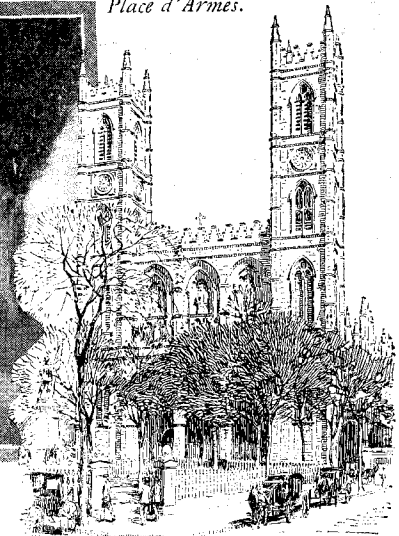
Notre Dame de Montreal—an impressive edifice facing on the Place d'Armes.



Lake Placid—Wilmington Road, N. Y. A water-bound macadam highway kept traffic-proof with "Tarvia-B."



A picturesque stretch along the Keeseville-Plattsburg Road, N. Y.—treated with "Tarvia-B."



All roads lead to Montreal—

QUAINT, historic, modern—a picturesque city of romance where the atmosphere of the Old World blends with modern customs of the New—that is the Montreal of today.

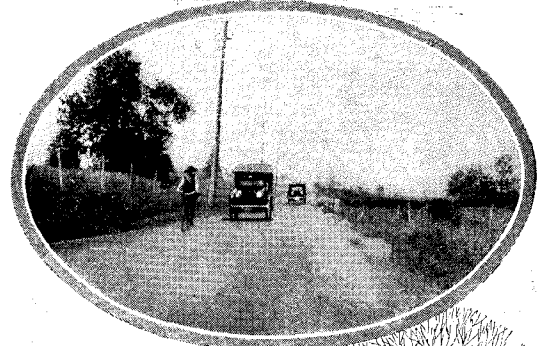
Good roads have opened up to the American tourist this unique and intensely interesting old city: Sherbrooke Street West, "The Fifth Avenue of Canada," has become the common meeting ground for cars from California to Florida and from Maine to Texas.

Yet only since 1913 has Montreal been readily accessible to American tourists. In that year the Quebec Government built the famous King Edward Highway, 45 miles long, from Montreal to Rouses Point, New York, linking up with the wonderful tarviated roads of New York State which lead through the incomparable Adirondacks and Lake Champlain country.

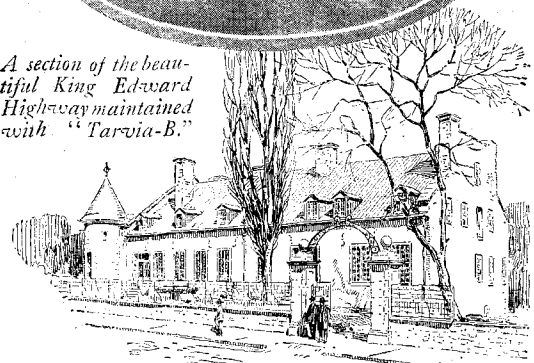
Last season the Quebec authorities tarviated the entire King Edward Highway and over its smooth surface thousands of autos sped to and from Montreal.

Throughout all Canada and the United States, road officials have discovered that Tarvia solves all road problems. It brings durable, dustless, mudless, all-year roads within reach of the most modest community.

If you have any road problems—construction, maintenance or repairs—our engineers will gladly help you solve them.



A section of the beautiful King Edward Highway maintained with "Tarvia-B."



Chateau de Ramzay—one of the most interesting spots in a most interesting city. Built in 1705, this old Chateau was for some time the official residence of the early British governors.



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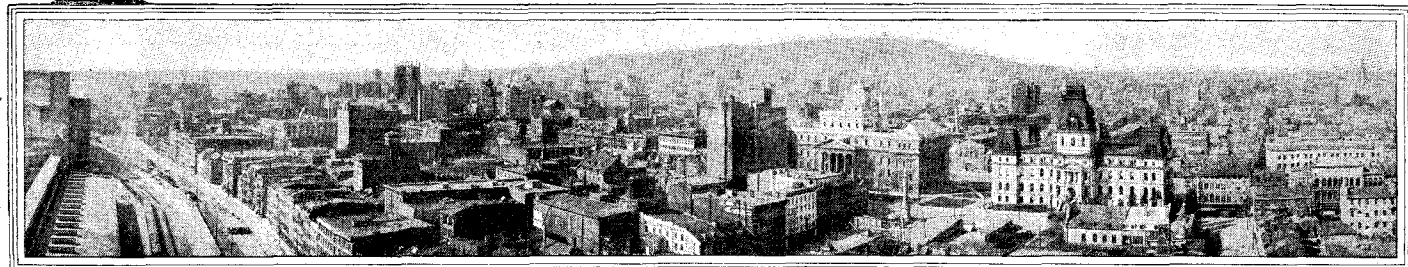
Below is shown a bird's-eye view of the city of Montreal, the metropolis of Canada. In the background stands stately Mount Royal, rising to an elevation of 769 feet above sea level.

The *Barrett* Company



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"P. and A. Photo."

NOT A CHAUTAUQUA OR A CAMP MEETING.

These tent-dwellers at Beardstown, Ill., are homeless because of floods.

RIVERS ON THE RAMPAGE

FLOODS, FLOODS, AND STILL other floods—enough all told to satisfy the most enthusiastic demand of the "wets" for wetness or the "drys" for water, as a paper in the vast inundated district puts it—have been spreading destruction far and wide. In a recent issue the *San Antonio Light* declared,

Up in Illinois, where the Illinois River is usually a placid third-class sort of a stream with no ambition to injure anybody or anything, towns have been cleaned out and thousands upon thousands of acres of land have been flooded by its excess of waters. One town, Beardstown, has been isolated for nearly two weeks, and is not yet restored to the community of cities.

Over in New Orleans, where the Mississippi River is going to spill over the top of the dike some day and do a lot of damage, they are struggling with the highest water ever known. At Memphis and a dozen other points along the lower Ohio, lower Missouri and middle Mississippi almost every town on the river bank has had to fight for its life. Even far-off San Antonio, which has had its own experiences with floods, has been called upon to send flood prevention to places along the larger rivers.

Up in northern Texas they have experienced rainfalls the like of which has not been recorded since the establishment of the Weather Bureau. In one day eleven persons lost their lives because of floods in and around Fort Worth. In that city nine inches of rain fell within twelve hours, a history-making deluge for that part of the world.

Moreover, an Associated Press dispatch from New Orleans reported:

While thousands of men were working to-day to prevent further breaks in the levee, smaller groups in small boats hunted for refugees and removed them to safety.

Reports from the Ferriday area late to-day said the flood waters were spreading over larger areas, altho the first rush has lost much of its force. A depth of nine feet was reported from Clayton. The flood is near the towns of Vidalia, Azucema and Delta Bridge. At Ferriday the water is about six feet deep, with a swift current running through the streets.

Plantation homes, more than a century old, have been swept away and great trees, which have withstood the force of many previous floods, have been uprooted. Many prosperous plantations have been inundated, ruining every prospect for a crop this season.

Approximately five hundred refugees have crossed the river into Mississippi and Natchez and are being cared for there. The Red Cross to-day took charge of the camp established yesterday at Harrisonburg, where it is reported 1,500 are being cared for. Approximately 2,000 others are in camps at Jonesville and Martinsville.

The continued spread of backwater in the lower Yazoo Basin, where approximately 1,700 square miles of territory are inundated, including some of the richest farming lands in the Mississippi Delta, to-day brought appeals for aid from thousands of residents who had become marooned in Issequena county. Rescue parties were despatched in power boats and these people were to-night being brought to Vicksburg to the refugee camp. Heavy rains throughout the lower Mississippi valley during the last twenty-four hours have added gravity to the situation.

Also, a special correspondent of the *New York Times* telegraphed from Austin, Tex.:

The Colorado, Brazos and other rivers of Central and South Texas are at flood stages and their cultivated valleys are being swept by one of the most disastrous overflows for several years.

The rise of the Colorado River at Austin has reached 22 feet, with the floodwater of its larger tributaries, the Llano and Concho, still to reach here. A stretch of valley farmlands more than 400 miles long is being rapidly inundated.

From Fort Worth, Tex., meanwhile, a representative of the Associated Press wired,

Eleven persons were drowned, at least fifteen hundred made homeless, the city water and power plants put out of commission, other public utilities endangered, property damage of \$600,000 inflicted, all interurban traffic was suspended and street-car service crippled as a result of a storm, the most terrific that ever visited Fort Worth and vicinity last night and this morning.

Nine inches of rain fell here between 10 o'clock last night and 10 o'clock this morning, breaking all previous records.

All ambulances in the city and scores of motor cars were prest into service to rescue stricken families, citizens volunteering their services and cars. Ten flood victims were taken to hospitals, but most of them were rushed to the headquarters of the Fort Worth Welfare Association, where hot coffee and restoratives soon revived them.

Residents of Arlington heights and the North Side are completely marooned, a wide expanse of water extending from the foot of both the Paddock and Seventh street viaducts for nearly half a mile beyond. Showing the depth of the water north of the Paddock viaduct, the right field grandstand at Panther baseball park is half submerged and the fences of the ball park can not be seen. The flood broke through the levee protecting the park and went through the grounds a raging torrent.

The river gage Tuesday showed 36.7 feet, a rise of 29.7 feet in only twelve hours. In the big flood of 1908 the gage was thirty-eight feet, but the flood at that time was not so serious, as it came gradually and was more spread out.

Dozens of persons had narrow escapes, many being rescued in their night clothes, just as the waters crept into the second stories of their homes.

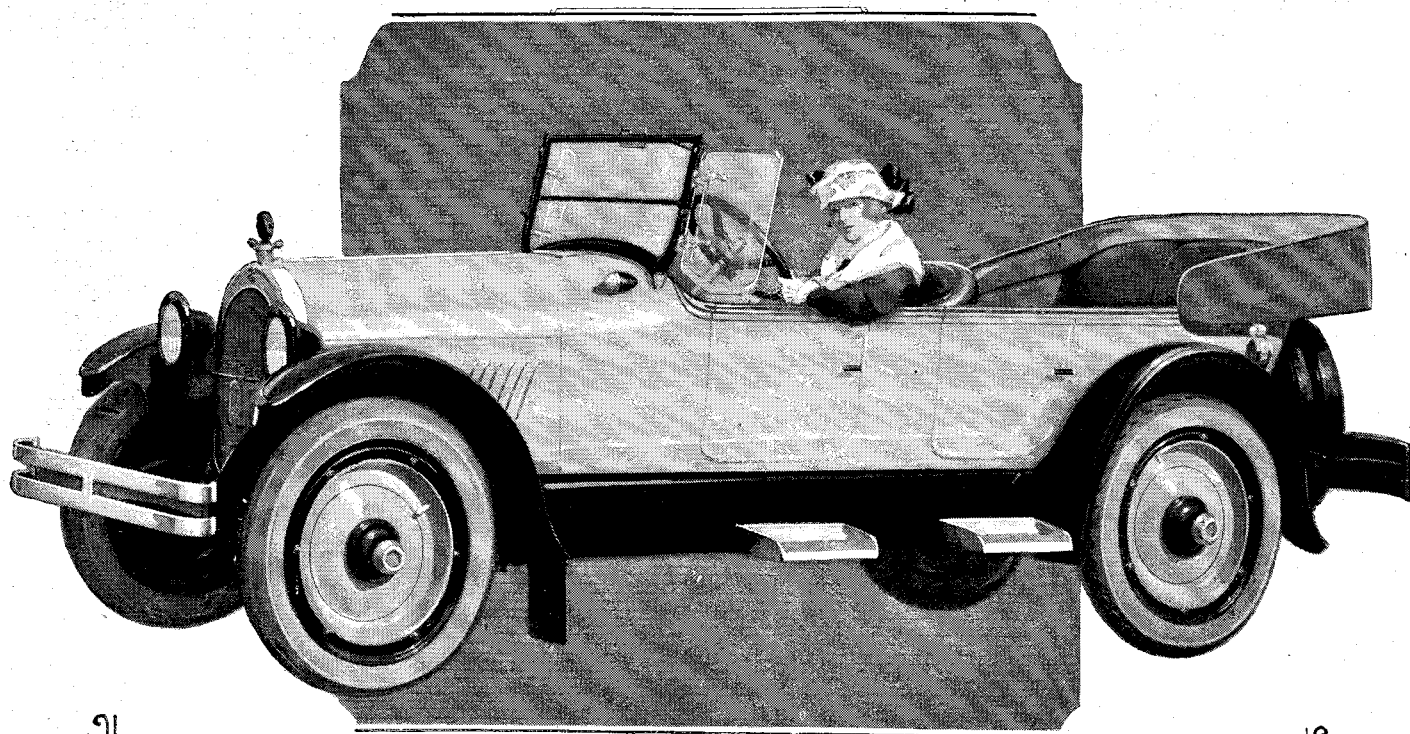
Throughout the night lights flashed from windows in the flooded areas, calling for help. In one instance, rescuers were unable to reach a house in boats, and shortly afterward the flashing of a light in an upper story window ceased, causing the belief that the floor had collapsed and the occupants drowned.

The great loss of life was chiefly due to the suddenness of the storm, the worst of which came while the city was asleep.

Two women were drowned near the Van Zandt bridge, the old West Seventh Street bridge, when a rescue boat was overturned at 10 o'clock Tuesday morning. Street Commissioner Gilvin was one of the rescue party in the boat. After much difficulty they succeeded in getting the women out of the house, in the river bottom and shortly after they were in the boat, it capsized. About the same time the body of a white man floated beneath the bridge.

Two other women were swept from a tree at the foot of Florence Street and two more drowned in the West Side flood district.

About 8 o'clock this morning a white man imprisoned in a



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Spotlight—On left front fender apron.
Steplights—For both rear doors.
Cuno Cigar Lighter—On instrument board.
Windshield Wiper—Conveniently mounted.

Rugs—In both compartments.
Foot Rest—Sedan type, very restful.
Snubbers—Gabriel on rear springs.
Motometer—Boyce De Luxe, monogrammed.
Robe Strap—Tubular, leather covered.
Tire Carrier—For two spare tires.
Top Boot—Detachable top clamps.



house that was swept down the river near Paddock viaduct lost his life. Spectators on the bridge saw the whirling waters dislodge the house and it was carried to midstream and under the bridge. Watchers saw the man just inside the door clinging to the rafters. Just after the house passed the viaduct, it sank under the water and the man was seen no more.

Maj. L. G. White, World War veteran, tried to save a woman and two children in the West Seventh Street district, but they were swept away before he could reach them.

A six-weeks-old baby, whose family is believed to have been drowned, was rescued by residents in the Van Zandt addition this morning, when a box, in which it was floating, was drawn to shore.

In the press accounts of this spring's tremendous floods, we find such phrases recurring as "new records," "unprecedented flow of water," and the like, but how is any one to be sure that the records are "new" or the flow "unprecedented"? Long, long before history began to take account of its antics, the big river ran amuck. As the *Boston Herald* reminds us,

Floods occurred in the Mississippi when the head of the Gulf of Mexico was an estuary as far north as the mouth of the Ohio; they occurred before the Missouri came into being. They have been aggravated by the character of the Missouri River itself; they have been aggravated by the efforts of man.

Before the settlement of the region having greater possibilities than any other bread-and-butter-producing region of its size in the world most of the rainage area was covered with forest, with shrubbery and with grass. The topping of leaves, grass and decay was inches and even feet in thickness. It formed a filter bed through and along which the storm waters percolated so slowly that accumulation did not immediately follow rainfall. Channels filled more slowly. The flood stage did not occur so quickly and probably it lasted longer.

With the advent of cultivation conditions changed. To get rid of the surplus of storm waters every farmer ditched and drained. The topping of loose vegetation was turned under and the furrows of the plow took its place.

As a result quick drainage brought rapid accumulation. The slowly percolating storm waters were poured out in such torrents that the stream beds could not take care of them.

Above the mouth of the Ohio the Mississippi can take care of its surplus waters fairly well. There are floods, it is true, but they do not wreak the havoc that marks flood stages below the Ohio. Below the junction of the Missouri another factor of tremendous importance appears.

The Missouri and its branches drain in area approximately 530,000 square miles in extent, upon which falls an average of almost twenty inches of rain each year. The drainage area is not fixed, however; it is increasing. The river and its branches are back-cutting further and further into their mountain watershed and each foot of recession adds to the possibility of disaster when their floods come rolling into the great flood plain below St. Louis.

The Missouri and its branches flow much of their course through loose, friable rock waste. Much of the rock waste is wind-blown; some of it is silt carried by the streams themselves. The stream channels in most places are overclogged. As it is frequently said, "the rivers have bitten off more than they can chew."

Only a part of this silt is carried to the Gulf of Mexico—a trifle of about seven billion cubic yards a year, or enough to cover a square mile of area with a heap more than two hundred and fifty feet high. The rest of the silt is spread over a flood plain from three to fifty miles in width. In times past the river not only built this flood plain but did what it is doing to-day—making

its bed and banks higher than the surrounding land and then cutting them away; spreading out its sinuous loops and then undermining them; shifting Mississippi into Arkansas one year and Arkansas into Mississippi the next. All this is the legitimate work of the river.

Strange, indeed, have been certain of its performances. As the *Herald* goes on to say,

Once upon a time there was Palmyra Bend. The distance around the bend was twenty miles or more; the distance across the neck was less than a quarter of a mile. Now Palmyra Bend is a half-filled ox-bow lake and Davis cut-off is the river channel. A similar happening occurred at Vicksburg. On one storm-ridden night Vicksburg was on the bank of the river. The next morning it overlooked a slough, and the village of Welton, which had been below Vicksburg, was above it.

That is the way the Mississippi does business, and that is its legitimate work. It has been doing just that way ever since the river was born, and it will continue to do business in that way until everything within reach of its headwaters has been washed away. When there is no longer any headwater material to be removed the river will then be able to attack its flood plain and carry it away. If time lasts long enough even this may occur, for this is the history of streams like the Mississippi.

In spite of the tremendous losses by destructive floods the gains more than balance them, for the material which

the river scatters over its flood plain is nutrition, and nutrition is life. An acre of bluff soil may be coaxed to produce as many as twenty bushels of wheat; but an acre of bottom soil will produce nearly twice twenty bushels. And the acre of flood plain land will produce nearly twice as much cotton as the bluff land. The cotton goes to pretty nearly every people under the sun, and the wheat competes in western Europe with the grain from India.

When one considers the natural laws which govern the floods of such rivers as the Mississippi such a thing as man-made control of the floods seems inconceivable. In other words, the alternative is to change the laws of nature.

Nevertheless, man refuses to confess himself unable to cope with the great river's vagaries, hopeless tho the struggle appears. We read on:

The Federal Government began to appropriate money for the improvement of the Mississippi and its navigable tributaries in 1789. But the engineers are dealing with a mighty water-course that stretches from the Canadian border to the Gulf of Mexico, that has 100,000 tributaries, one of them navigable for 2,300 miles, and that drains seven-tenths of the entire area of the United States.

About midway of its course the Mississippi leaves the great northern upland and flows through a valley its own silt has created. It winds in curves and narrow horseshoes and single and double loops, shifting its channel wilfully, capriciously building up now one side and now the other bank, and almost maliciously isolating cities that once prided themselves on their waterfronts. In the lower bottoms the surface of the water in the river is normally above the level of the lands that border it. The current deposits layers of sediment on the edges and in the channel; as the depth stays the same and the channel steadily shallows the surface is correspondingly lifted and would empty itself sideways over the land did not the same process elevate the retaining banks.

Man supplements the banks the current makes with levees that year by year he builds higher.



"P. and A. Photo."

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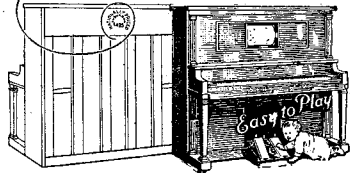
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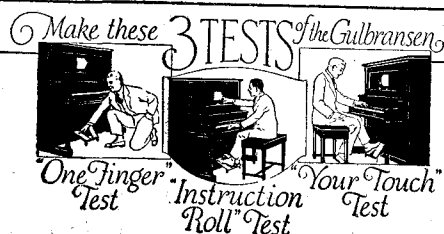
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And here, in charge of this equipment, are the guardians of the circuits—the wire chief and his assistants—master electricians and experts in telephony. Their first duty is the *prevention* of "trouble." By day and by night they are constantly testing the central office equipment, the overhead and underground lines, the subscribers' individual wires. And when, from some cause beyond control, "trouble" does occur, nine times out of ten it is repaired before the telephone subscriber suffers the slightest inconvenience.

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PERSONAL GLIMPSES Continued

NOW IT SEEMS THAT AMERICA "BEGAN THE WAR"

THE "beautiful spirit of the German Army" had been "poisoned" before America entered the war, we are told, not in a funny column, but in the *Atlantic Monthly*, where, at the editor's request, General Ludendorff writes of "America's Effort." The General informs us, moreover, that America encouraged the Entente to "begin the war," and that the success of our participation was the result largely, of "lucky circumstances." In the General's own words:

If one reflects once more on the history of the Great War, one has no doubt that, by the behavior of the United States, the Entente felt encouraged to begin the war and to carry it on, till, at the end, America's interference in France, and at the same time the growing propaganda, made the Allies win the war.

That being so, I believe the Americans have common sense enough to agree that lucky circumstances favored them greatly. The main part of the American Army intervened in the war at a time when they had the great advantage of having their nerves intact, while, on the other hand, Germany's resistance had considerably slackened after four years of heroic fighting against an overwhelming superiority in number, during a starving blockade, when the German nerves—unceasingly exposed to terrible experiences—and the bodies of the constantly dwindling number of combatants, were no longer able to stand the destructive effect of a defense in modern warfare, when no relief from home was brought to the Army, and when the enemy's propaganda and the revolutionary agitation of the Independent Social Democrats had poisoned the beautiful spirit of the German Army.

But the chief advantage we had, General Ludendorff appears to believe, accrued from our long-cherished resolve to injure Germany. When the time for action arrived, we merely put into operation a plan already conceived, we are told, for the General declares:

It is my firm belief, and I draw from the very best sources, that before the war a "Gentlemen's Agreement" existed between important men in France, England, and the United States. It was directed against the alleged "Pan-Germanism Danger" and bound the United States to interfere in case of a war with Germany and Austria. A German diplomatist states that Wilson came to a like agreement with England in 1913, and that he promised benevolent neutrality and copious supply of arms and ammunition. It stands to reason that this agreement made it much easier to the Entente to decide for the war.

Thus from the very beginning of the war the Government of the United States has never been neutral. When, in 1914, before the battle of the Marne, some voices in France were heard who asked for peace, some official representatives of the United States in Europe declared that France had to hold out, because the United States

would interfere in any case. The result of the battle of the Marne allowed them to remain aside. The Entente and Russia conceived new hope for Germany's and Austria's defeat. Besides, the Entente's propaganda in the United States had not yet stirred the hatred against Germany. It needed time, and the Entente was to take their measures, or to let things go when they took the right turn. In the meantime the Government of the United States gave the Entente every possible support, and thus strengthened their purpose to go on making war. The Government agreed to anything that the Entente was pleased to do or to order, and interfered every time when Germany tried to cut England's thread of life—its commerce.

Rather curiously, those charges directly follow General Ludendorff's plea for a restoration of good feeling between the United States and Germany. To that end, he bids us reexamine the facts concerning our share in the great struggle. As for his own views on the subject, he confesses that they are necessarily identical with those of the German Headquarters, and goes on to say,

I can only contribute my opinion to the solution of the problem; but I believe that even this share will be interesting and important to any American who takes some interest in the matter. I am very much interested myself and think it most useful to listen to what foreigners say about the German strategy and—stirred by those critics—to examine carefully and repeatedly what I have done myself.

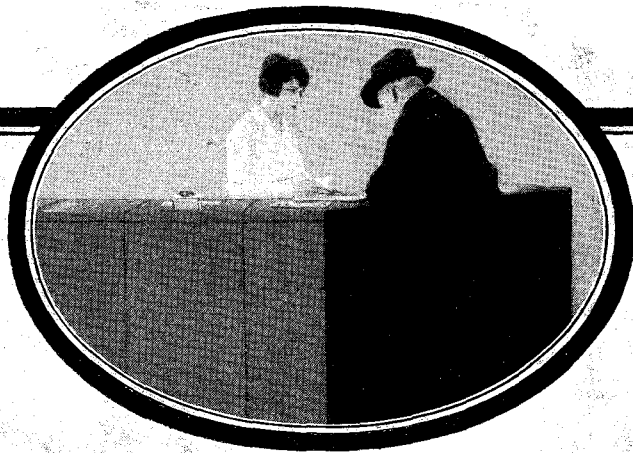
If both sides would act accordingly, free from passion and prejudice, it might help them to understand and to esteem each other again, to encourage the interchange of views among the leading intellectual classes of both nations, and to reconcile them after the deplorable historical conflict has been brought to a close.

However tactless General Ludendorff's article may be, he is far from disparaging the bravery of our troops—or of his own. We read on:

The German troops were not lacking in bravery, nor in tenacity. But, to be successful, they needed something which the leader had no influence on, but with which he can not dispense—good luck. More than once fortune smiled upon me; but in the decisive moment of the war it left me alone and favored the enemy. When stating that, it is not my intention to disparage the enemy's merit.

I have written so copiously about this question because it is my opinion that a German victory at the Marne and near Rheims, even in July, 1918, would have been able to change the situation entirely in favor of Germany. A difficult and unthankful business would have devolved upon the Americans; to support their Allies at any place, in order to keep them afloat. A systematic use of the reinforcements they brought would have been impossible. Ideas of peace, which dwelt in the hearts of the Entente, would have spread.

But as things developed after the failure of the German attack, the Americans had the advantage of keeping their units together in the attacks they prepared, and of playing an important part in the decisive battles. They did it vigorously and successfully.



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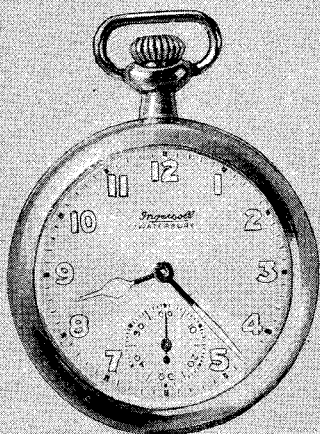
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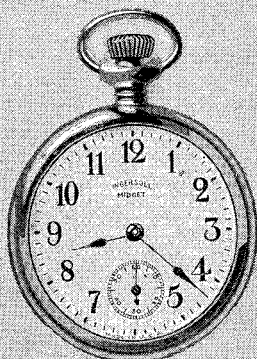
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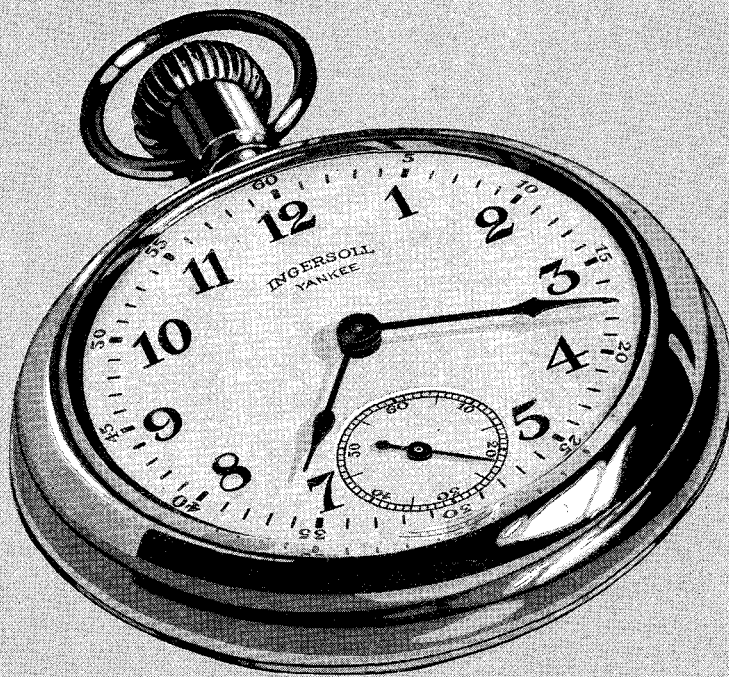
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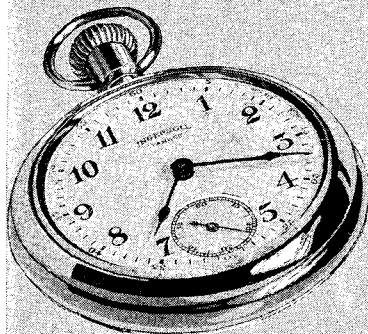
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THE REAL, NOT THE REEL, COWBOY

WHEN I'M HUNGRY I bites off the noses of living grizzly bars," a Western "bad man" used to say, and Mr. Philip Ashton Rollins tells of him with glee in "The Cowboy: His Characteristics, His Equipment, and His Part in the Development of the West" (Scribner). But observe, Mr. Rollins is not for taking the "bad man" too seriously. He remarks that pseudo "bad men" of the "I eat humans for breakfast" kind functioned in the presence of tenderfoots by fierce looks and snorts, by savage remarks, and sometimes by the recital of speeches ferocious in phrase and committed to memory. These men, it seems, would "wild up" whenever they obtained an impressionable audience, and their braggadocio often was picturesque, even tho made up at least in part from strings of stereotyped Western anecdotes. For instance:

Old, harmless Jim—, when in his cups, would fervently relate: "I'm the toughest, wildest killer in the West. When I'm hungry I bites off the noses of living grizzly bars. I live in a box canyon, where everybody is wild, and shoots so much they fills the ar plumb full of lead, so there ain't no ar to breathe. The further up the canyon you goes, the wilder the people gits, and I live at the very top end. Whoop!" If tenderfoots continued their presence, Jim would persist in this strain; and perhaps, because of him, a diary or two would receive the entry "Saw to-day a real Western 'bad man.' He carried two large revolvers in holsters which hung, one just above each knee. This marks him as being what is called a 'two-gun-man,' and a person who 'totes his wecpens low.'" If only Westerners were auditors, Jim soon would quit his oratory, go to sleep, and snore himself to peaceability.

However, the cowboy insisted on choosing his own time to "wild up," and he hated the idea of "wilding up" to order.

One day, in 1889, there squatted in a circle upon the station platform at Pocatello five cowboys, who, bound eastward with a bunch of live stock, had paused for a bite of luncheon. Each of them displayed a puncher's full equipment, including "chaps" and gun. One of them, their foreman, Ed Peters, was an amazingly fine rider. The other men were almost of front rank. At the moment the five punchers were doing nothing more "wild and woolly" than to eat canned peaches out of five cans, to include among the feasters a local very wistful-looking little girl, and to affect great interest in her battered dolly's precociousness as prattlingly alleged.

There rolled from the southward into the station a train for "American Fall, Nampa, Baker City, The Dalles, Portland, and intermediate points. Stops here twenty minutes," but the cowboys' interest was absorbed by peaches and the owner of the dolly. From one of the train's Pullmans alighted two young and comely women, a self-confident cub male, and a stout elderly, austere female.

The young women and the cub male, each carrying a camera and clicking their way among the station's populace of disdainfully inquisitive townsfolk and seemingly imperturbable Indians, came upon the cowboys. Click, click, click, this for a dozen times, and punctuated with "Aren't they interesting!" "Right out of a book!" "I think that one over there is the most picturesque." The punchers did not counter. They merely writhed and grunted and lessened their talk to dolly. Then the cub male authoritatively volunteered: "You men move into a straight line. The ladies want to take you that way." Ed Peters, one of the quickest shots on the northern Range, quivered, glanced at the cub male, serious-faced in his position of general manager, glanced at the young women, serious-faced in their perpetration of a nuisance, grinned, and ordered: "Let's git in line, fellers."

Quietly, save for the jingling of spurs and the scraping of feet, the men moved as requested, and resignedly were clicked standing, and then squatting.

The men had not yet risen in compliance with the young cub's next dictum: "Say, this looks too peaceful. You men draw your guns and brandish them," when the stout female bustled up in answer to "Mother, come here. We've found five, real, live cowboys." Mother looked, sniffed, said, "I'll have to change my specs," looked again and uninterestedly observed: "Humph. Fancy. They're playing with a doll. And as for those hairy overalls, they suggest vermin."

Ed Peters shot out sotto voce to his companions: "Ten minutes more of this! Not on your life." Then he rose to his full height of six feet three, doffed his wide-brimmed hat with courtly

flourish, and commencing with honeyed voice: "Beg pardon, ma'am, for speakin'," he continued with a howl to his companions: "Whoop, playing with a doll and full of vermin! They wants our real selves. Rise up, you murderous devils, and raise immortal h—l for the ladies."

The audience fled. The punchers bowed solemnly to their little guest, mounted, and rode out into the lava beds. And, as they started, there floated back Ed Peters' wail: "Oh, why didn't that old one wear pants! Why didn't it! Oh, if it had been a man!"

Buffalo Bill learned better than to display his cowboy posters in the West without marking them "The West as the East Sees It." He might even have marked them "The West as the Movies See It." For the "Wild and Woolly" is extinct, or so nearly extinct as to be grossly, absurdly unrepresentative of the West, and to-day Mr. Rollins uses the past tense throughout, quite properly. For example, when he reminds us that

The cowboy was not always called "cowboy." He everywhere was equally well known as "cowpuncher" or "puncher," "punching" being the accepted term for the herding of live stock. In Oregon he frequently was called "baquero," "buckaroo," "buckhara," or "buckayro," each a perversion of either the Spanish "vaquero" or the Spanish "boyero," and each subject to be contracted into "bucker." In Wyoming he preferred to be styled a "rider." To these various legitimate titles, conscious slang added "bronco peeler," "bronco twister," and "bronco buster." He was a cowboy or cowpuncher whether his charges were cattle or horses. There were no such terms as horse-boy or horse-puncher.

As Mr. Rollins goes on to say, a great deal we have been told about the cowboy was sheer humbug, always—especially the accounts of his having been a walking (or rather, a riding) arsenal. Rare, indeed, was the "two-gun man."

When one recalls that the gun actually carried, when one was carried, was the forty-five or forty-four caliber, eight-inch barreled, single-action Colt's revolver, weighing two and a quarter pounds, and that its ammunition weighed something in addition; when one recalls also that the average cowpuncher was not an incipient murderer, but was only an average man and correspondingly lazy, then one realizes to be true the statements that the average puncher was unwilling to encumber himself with more than one gun, and often even failed to "go heeled" (armed) to the extent of "packing" (carrying) that unless conditions insistently demanded.

Moreover, the cowboy had other interests in life beside shooting at newcomers' feet. The employment of the pistol either as a means of admonishing strangers' feet or inviting them to dance, or else as an instrument for snuffing barroom lamps occurred so extremely rarely as to have amounted to little more than the foundation for amusing legend, but it has become in the novel one of the cowboy's diurnal functions. Indeed, there are few instances on record of the cowboy's taking a shot at his arch-enemy, namely the cook. For that matter, as we read on:

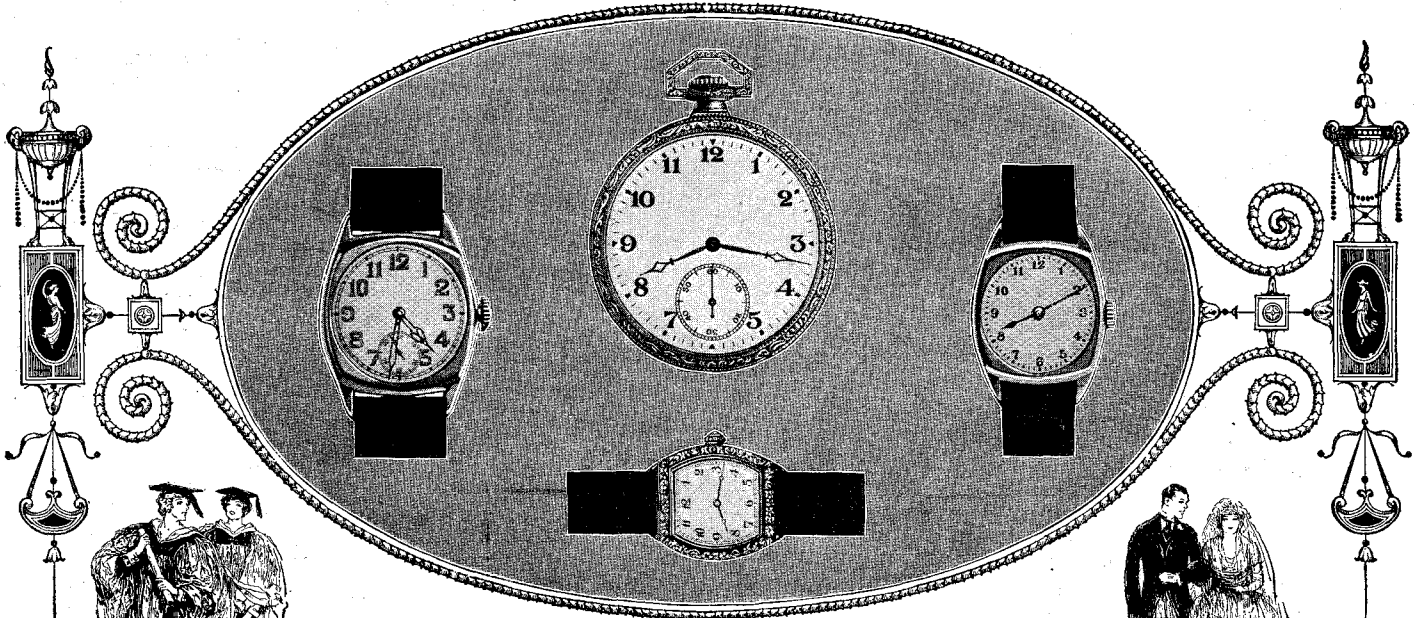
The puncher rarely complained. He associated complaints with quitting, and he was no quitter. Custom, however, allowed guarded criticisms of the cook, tho these strictures were made with an amusing risk. Whoever ragged the cook was subject to be impressed by him for twenty-four hours as an assistant or a complete substitute. Out of this grew the story of the cowboy who, by diplomacy, saved his initial blatancy, for he is reported to have said: "This bread is all burned, but gosh! that's the way I like it!"

Still, Mr. Rollins is far from denying that on occasion the cowboy could be a good deal of a terror, sometimes beneficially, as in the case of Vic Smith:

Vic Smith, idolized in Montana and Wyoming, had no fear of attack by man or devil, for his marvelous accuracy with gun and rifle was known throughout the cattle country. There floated from nowhere in particular and into Charley Scott's saloon at Gardiner, Montana, a long-haired and quite drunken stranger, who presently became obnoxious. The instant after the stranger had completed his announcement that, as soon as he had swallowed his liquor, he intended to wipe Gardiner from the map, the door opened and a head stuck in with a cheery "Hulloa, boys. Just struck town." At the cordial answering, "Hulloa, Vic Smith, you old," the stranger fairly howled "Vic

Wadsworth Cases

MAKE WATCHES BEAUTIFUL



Choose with care the watch
for bride or graduating youth

*A dependable movement in a WADSWORTH case
will stand as the enduring mark of your regard*

COMES now the orange-blossom time, when man and maid go forth as bride and groom. Now, too, the classroom sends its youth into the world.

And in this group there's one most dear to you—whom you will want to gladden with a gift.

Consider, then, a watch—the gift that will stand through future years as a faithful reminder of your regard.

But choose with care, first a movement of undoubted dependability—for therein is the test of usefulness.

Then, to protect this mechanism from the inroads of dirt particles, choose an exactly fitting case—a case which, too, will lend such beauty to the watch as will reflect the spirit of your giving.

Such are the Wadsworth cases pictured here. Products of the highest watch case artistry, they are built to add protection and a beauty unexcelled to the delicately adjusted watch movements. And there's a Wadsworth case well suited to your taste and means.

*The watch—a product of
two industries*

With great skill the movement maker constructs the movement, an intricate mechanism for the measurement of time. But, for the completion of the watch he now turns to the case maker, who employs such artistry in the designing of the case as will make the completed watch a beautiful article of personal wear.

Thus it is that for thirty years Wadsworth cases have dressed and protected the watch movements of leading manufacturers and importers. Many of the most beautiful, most popular designs with which you are acquainted are Wadsworth creations.

When you buy a watch, select a movement that your jeweler will recommend and insist that it be dressed in a Wadsworth case. The Wadsworth name is your assurance not only of correct design but of the finest material and workmanship.

THE WADSWORTH WATCH CASE CO.
Dayton, Ky., suburb of
Cincinnati, Ohio

Case makers for the leading watch movements

"Controlled Heat"

for the smallest home for the biggest building

WHEN you enter a friend's home on a cold winter day, what is your first impression? Isn't it the *atmosphere*?

If it is comfortably warm there is a *coziness* and a *hospitality* that invites you to stay awhile.

Your friend also is cheerful and friendly because of the wholesome warmth you enjoy every minute of your stay.

But if the atmosphere is chilly your reception is chilly and your stay is a frigid and formal one of short duration.

Hoffman Controlled Heat means a cozy, comfortable heat that is always just right, every room just as the occupant of that room wants it, because Hoffman Controlled Heat is *Steam Radiator Heat* with the heat in the radiator controlled with *one finger*.

Just think of it—the *temperature of your room* under one finger control. Not too warm—not too cold and the pressure of one finger does it.

Baby's bath in the Nursery—temperature 80°. Living Room 70°. Bed Room 60°.

One finger does it.

That's Hoffman Controlled Heat—Comfort Heat.

The Hoffman "Watchman of the Coal Pile" goes right along with Hoffman Controlled Heat. He sees to it that you get full value for every pound of fuel burned.

But we have a booklet, "Controlled Heat," that tells you all about this Wonderful Hoffman Controlled Heat for big or little buildings. Just send a postal to our Waterbury Office and it will come to you free, in the following mail.

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HOFFMAN EQUIPMENT

~for Vapor heat control

PERSONAL GLIMPSES

Continued

Smith. My——! Vie' Smith!" and jumped through the window, at which Charley Scott, one of the finest men who ever "tended bar" in all the West, lost a thoroughly worthless customer and a perfectly good window-sash.

In the cowboy, as Mr. Rollins pictures him, there was a wealth of tender sentiment along with all this roughness. He loved his horse:

In little corners of the West, under spreading yellow pines, or amid the pinons, or at the points of aspen groves, not with extreme infrequency, appeared boards, or else slabs of slate, either of them rudely inscribed by heated iron or by scratching metal point. Their legends varied with the stories they had to tell, often were illiterately phrased, but occasionally disclosed assistance by some scholar among the regretful cowboy's friends. Three of them read respectively as follows:

JIM

a reel hors
oct 1, 82

HERE LIES
"I'M HERE"

The Very Best of Cow Ponies,
A Gallant, Little Gentleman.
Died on this Spot, Sept. 3, 1890.

HERE LIES
"WHAT NEXT"

born... 1886, at ————
Died July 16, 1892, near Ft. Washakie, Wyo.
He had the Body of a Horse,
The Spirit of a Knight, and
The Devotion of the Man
Who Erected this Stone.

But the same cowboy hates a mule, and lavishes bad language on him, as here related:

An Eastern woman, riding on a forest-girt Wyoming road, rounded a corner and trotted into the full blast of blasphemy flowing from the lips of the driver of a bogged mule team. The moment the driver saw the woman, he curbed his tongue, and apologized sincerely and in these very words: "Excuse me, ma'am. I didn't know there was ladies present. If I had, I wouldn't a swore. Hi there, you mule. Hell's roarings be damned, ma'am. How in hell can a man keep from dropping out a cuss-word now and then when a lot of ———— mules jack-knife on him? Excuse, ma'am. I sure begs your pardon. It just slipt out. Hi there, you lead mule, you ————!"

However, the cowboy had even his religious side, such as it was:

Tazewell Woody, who, while not a ranchman, but a scout and hunting guide, yet lived in close relationship with ranchmen, was with a companion searching for mountain-sheep. The men had reached the summit of a peak the moment before the morning sun rose from behind another peak, and shot a golden pathway across the intervening field of snow. Woody's companion, with eyes glued to binoculars which were pointed elsewhere, said at that climactic instant: "There's a big ram," and was answered: "Shut up. God's waking."

A MERE MAN ASKS. "HOW SHOULD I LIKE TO BE A WOMAN?"

"I WISH I were a man!" is a feminine sentiment so often delivered, with emphasis and conviction, that most people have become used to it. But whoever heard a man wish that he were a woman? Sometimes, says one inquisitive man to whom this difference in the view-points of men and women particularly appeals, men are asked whether they would like to be women. The man to whom such a question is put always dodges a direct answer, we are assured: he dodges awkwardly, suavely, or flatteringly, according to the degree of *savoir-faire* with which he is endowed. But surely a serious consideration of this question, suggests the inquisitive man, Max McConn, introducing a little article in *The Woman Citizen* (New York), "might be expected to throw some curious sidelights on the status of women." It might be expected at least, some critic may amend, to throw some curious sidelights on what a mere man thinks of the status of women. "For myself," begins Mr. McConn:

I think I might easily have been a woman. I am in no sense a "he-man." My mental and moral attributes, so far as I know them, lie in the neutral region that is common to the two sexes. I am not athletic, aggressive, or taciturn. It is true I am fond of cigarettes; but nowadays I need not forego even that small vice if I wore one short bag instead of two long ones about my legs. There is no "masculine mess" in my bedroom or study; when I finish dressing or working I pick up every garment, every book and paper, and put them neatly away.

But let me approach the citadel. The innermost core of femininity, if I have rightly understood all I have heard, is "intuition." Bah! I have as much "intuition" as any women I ever saw. No female can beat me in the length of the jump I can make to a conclusion. Of course, my training among men has made me careful to go back and work out a series of steps. But that is camouflage. I don't really progress by those steps. I jump, and let down a ladder afterward. The point is that I am by nature qualified for the discussion of the question before the house. I might easily have been a woman. How should I like it if I were?

There is one obvious aspect of the typical feminine situation that appeals to me strongly. I have said I am not aggressive. That is putting it very delicately. The fact is, I am lazy. Being a man, I am compelled by the conventions of society to earn a living for myself and a family. Which means that I go daily to an office and plow through a rather strenuous mass of drudgery, and I don't like it. It strikes me I should much prefer to stay around the house, boss the maid, look after the baby a little, read the paper and a magazine and part of a novel, make a call or two, take in a movie, consume a chocolate Boston, and go home to dinner. Not bad at all!

Would it satisfy me? I cringe under the scorn that rings in the new woman's tone. Maybe not. But neither does my daily grist of dull dictation, unexciting telegrams, and stupid business conferences "satisfy" me. I should be willing enough to exchange for a while.

In short, on the economic side the status



Since this happened

La Salle discovered the Mississippi, the Declaration of Independence was signed, Bonaparte lived and died, and the steam engine was invented.

It was in the reign of Louis XIV of France that the first iron pipe ever cast was laid in the gardens of Versailles.

That was more than two hundred and fifty years ago. But the pipe is still in the ground—and still giving service.

Cast iron rusts, of course—but *only on the surface*. The film of iron oxide thus formed preserves the metal against further decay, and so far as we know, it will last *forever*.

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See that your community uses Cast Iron Pipe.

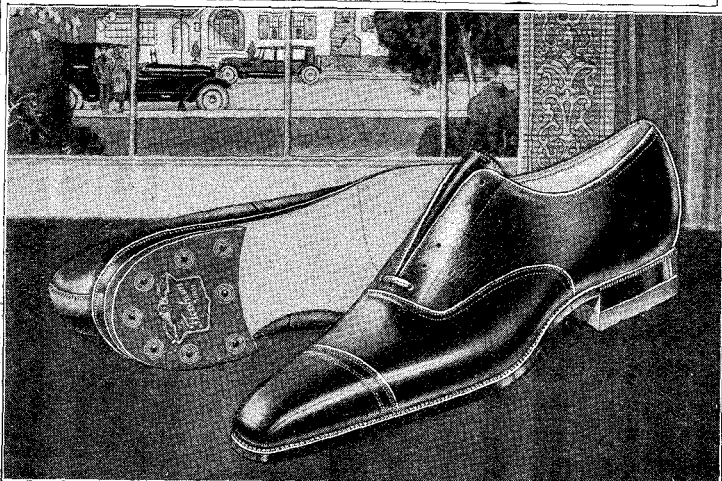
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FOR THE MAN



WHO CARES

And Now Their Cashier Carries a Colt



"They got it all!" he managed to say, and sank into a chair.

SATURDAY A. M. Pay day! At eleven o'clock precisely, methodical John Morse, cashier for Keith & Company, took the small, black bag in which he carried his payroll and hurried over to the Merchants' National Bank.

"One hundred and fifty tens, one hundred and fifty fives, one hundred twos and fifty ones this time, please."

"There you are, Jack," said the teller as he placed the various piles of greenbacks under the wicket, "twenty-five hundred dollars."

John Morse dropped the package into the black bag as he had done on a hundred Saturday mornings before and left the bank.

Five minutes later, breathless, speechless, pale and disheveled, he burst into Mr. Keith's office minus the bag.

"They got it all!" he managed to say, and sank into a chair. "I did my best to save it, but they got it all!"

"Only last night when I read about that

Everett robbery," said Mr. Keith, glumly, "I was thinking 'it might happen to us.' It might happen to anyone—once. But we'll take no chances again. Here, John, run over to Stevens' right now and get the best Colt Revolver they carry. Hereafter you and the payroll will come back together—safe."

The newspapers are full of stories of payroll robberies. It happens every day—everywhere. Yet you need not fear. You can go and come in safety protected by a trusty Colt.

A Colt Revolver may save your money and your life. A small investment for a great protection.

Your dealer will gladly show you various models of Colt's Revolvers and Automatic Pistols.

If you write to the Colt's Patent Fire Arms Mfg. Co., Hartford, Connecticut, they will send you free "The Romance of a Colt," an interesting book sent free for the asking.

PERSONAL GLIMPSES

Continued

of the comfortably married woman seems to me decidedly attractive. Would I give up my "economic freedom"? Should I be willing to be a "parasite"? Why not? Those things are words. "Economic freedom," for a man like me, means "wage-slavery"—or, at any rate, white-collar salary-slavery. A parasite? What I am looking for is some one to be a parasite upon. And merely because I happen to be a man no one will undertake to pay my bills for life!

But what if I were unmarried, or married but not "comfortably"? That, I admit, is different, and the difference leads us into the heart of the woman question.

If in the first minute of my earthly career the doctor had ejaculated, "Girl!" instead of, "Boy!"—should I have married? My thoughts turn unwontedly to my physiognomy. For there is no sense in blinking the cynical fact that a girl's chances of marrying turn principally on the prettiness of her face. I strive to recall the features that confront me matutinally in my shaving mirror. The vaguely recollected image dismays me. It was not, I suspect, such a face "that launched a thousand ships and burnt the topless towers of Ilium."

I try to be optimistic. My eyes are a very decent blue. If I had learned to "use" them? My hair before I lost so much of it was curly. If I had been a girl, my features would probably be more delicate. With a few quarter-inches sliced off my jaw and ears and the skin fair and soft instead of roughened with beard-mowing—I should never have made the Ziegfeld chorus, but I might have passed. Lots of girls no better looking catch husbands.

But I don't want to have to think about my face! I don't want to "use" my eyes! They're *my* face and eyes. Whose business is it but mine what they're like? Alas, if I had been a girl, it would have been everybody's business with whom I came in contact to appraise them, comment on them, criticize them. I should have had to worry about them—"make the most of them."

And I begin to realize that this is only the beginning. Not my face and eyes only, but my whole personality—my figure, walk, manner of dressing, my smile, laugh, tones—would have been subject to similar appraisal. For the simple and sufficient reason that I should have been up for sale—not my services, not my ability to do this or that, but I myself. I should have had to stage and feature my every attribute, to make myself in my own person "charming," "fascinating"! And not in play, mind you, but in deadly earnest, with the deliberate (if not constantly conscious) purpose of actually overpowering the senses and shaking the reason of some poor boob until he should desire and offer to support me for life, for the sake of appropriating my "fascination" to himself!

Being a parasite would be fine, thinks the writer, but the process of getting to be one strikes him as appalling. "I think maybe I'd rather work for a living," he says, and continues:

Of course there would be compensations. It must be highly agreeable to be "fascinating," if one can get away with it. No praise or flattery that a young man receives can be so intimately delightful, so precious and sweet to *amour propre*, as that which is

given to a "charming" young girl. The young man is admired even socially for something he can do—for talking well, dancing well, tackling swiftly and hard, selling goods, or some combination of these accomplishments—but not just for "being himself." He does not hope to be, in his own individuality, "entrancing" or "adorable." It must be nice to be "adorable." Not for anything you ever did or can ever be expected to do, not even because your hair is curly and your eyes are blue, but just because you are you—*you*—*YOU*.

Still, I don't know. It would be an awful strain, being that kind of a "you." Suppose one didn't get away with it! To make oneself up—face, figure, mind, and soul—to be fascinating, and then be left a wall-flower! That must be more intimately and devastatingly mortifying than any kind of failure to which a man is liable.

I realize that I have never sufficiently appreciated the comfortable privacy of the male in respect to his personality, as contrasted with that fierce light that beats upon the female and blackens every crow's-foot; his glorious freedom from inspection; his relative independence of his own superficial attributes.

But suppose I were unmarried—the modern, independent, self-supporting type. Not so bad, perhaps. I should not have to provide for a family. Only for my own simple wants. I should be excused from ambition. It is so very difficult for a woman to achieve professional or financial distinction that failure to do so is no disgrace. I should escape the nagging comparison with more aggressive and successful competitors which continually pursues me as a man, no matter how plainly I may voice my contempt of their strenuousness. I could be comfortably and respectably a nobody, a cog.

What should I be? A teacher, a librarian, a stenographer? Teaching is hard work, and I am not sufficiently devoted to children. Library jobs are scarce. I should probably be a stenographer—perhaps in the very office which I daily frequent in another capacity. How should I like that? Well, taking dictation must be easier than giving it and only a little more tiresome. And I should be really through at five o'clock; I should not have to take work home at nights. Still I should be doing pretty much the same sort of thing—for about one-fourth the salary. On the whole, I'd rather have my salary than my stenographer's, even if I do have to support a family. There's some fun in having a family after all.

But the worst of it is, I shouldn't have escaped from nagging comparisons—with my friends who got married! I should have to meet continually what must be the most odious of all questions, spoken or unspoken: why hadn't I married? And the cynical unspoken answer in most of the eyes fixt on my poor face would be, because I was not sufficiently "adorable."

This is the phase of the matter that leads me in the end to an answer unequivocal and profane and rude: I should hate like the devil to be a woman!

Economic dependence in itself I shouldn't mind. Under favorable conditions I should even like it. What I could not stand would be the intolerable invasion of my private ownership of my own body, mind, and soul involved in the universal assumption that I must devote them all to the purposes of seduction—must powder and primp and corset, and mince and glance, and smile and smile and be a vampire still. Even after marriage, in order to "grace" society and "retain my husband's affections." Even if



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The Ideal Junior, shown below at left, is exactly the right machine for medium sized lawns. It is a dependable, moderate priced mower that will prove a paying investment on lawns when there is too much grass to conveniently care for with hand mowers.

The 30" Ideal, shown above, is used by more large estates, parks, schools, colleges, hospitals, golf clubs, ball parks, tennis clubs, etc., than any power lawn mower ever built. This sturdy, powerful and simple mower will easily cut 5 or 6 acres of grass per day, doing the work of 5 or 6 men with hand mowers.

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Edward Ehrbar, Inc., 270 West Street, New
York City.

Burr & Starkweather Company, 42 Stone Street,
Rochester, N. Y.

F. H. Edelling Co., 217 Warren Street, Syracuse,
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Wiseman-Downs Co., Inc., 34 E. Pratt St.,
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Beckwith Machinery Co., 1500 Lakeside Avenue,
Cleveland, O.

John E. Freudenberger, 602 Commercial Bldg.,
Dayton, O.

Wilkins-Leonard Hardware Co., 27 E. Federal
Street, Youngstown, O.

Bostwick-Braun Company,
Cor. Monroe & Summit
Streets, Toledo, O.

Allen, Sterling & Lothrop
Co., 49 Exchange Street,
Portland, Me.

F. J. Fellman Co., Kerr
Bldg., Cor. Fort & Beau-
bien Sts., Detroit, Mich.

F. W. Bolgiano & Co., 1009
B. St., N.W., Washington,
D. C.

Vonnegut Hdwe. Co., 120 E. Washington St.,
Indianapolis, Ind.

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Minneapolis, Minn.

J. D. Wilkins, 204 W. Lee Street, Greensboro,
N. C.

Wood-Stubbs Co., 219 Jefferson Street, Louis-
ville, Ky.

I. E. Schilling & Co., 229 Sixth Street, Miami,
Fla.

John E. Bassett & Co., 754 Chapel St., New
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A. Baldwin & Co., 130 Camp Street, New Orleans,
La.

Beckwith Machinery Co., 821 Smith Street,
Charleston, W. Va.

Cadd Power Lawn Mower Co., 611 Cherry
Street, Des Moines, Ia.

Huey & Philip Hdwe. Co., N. Lamar & Ross
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Colo.

H. W. Moore & Co., 141 Pierpont Avenue, Salt
Lake City, Utah.

Hardie Mfg. Co., 222 N. Los Angeles Street,
Los Angeles, Cal.

West Coast Equipment Company, 1108 Hearst
Bldg., San Francisco, Cal.

Geller, Ward & Hasner Hdwe. Co., 412 N. Fourth
St., St. Louis, Mo.

A. H. Cox & Co., 307 First Avenue South,
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W. J. Pettie & Co., 121 Main Street, Oklahoma
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IDEAL

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PERSONAL GLIMPSES *Continued*

unmarried, in order to be successful (as a woman) in business.

My hair is growing thin. What of it? My waistband augments with the years. That unesthetic circumstance merely adds to my respectability. Am I getting wrinkles about the eyes? How do I know? I never thought to look. Moreover—and this is the point—neither did anybody else—not even my wife. My looks are my own affair. My clothes (within very wide limits), the same. My gait, my laughter, my conversation, my moods, all ditto. I have to do a bit of work, but in all other respects I am free. Free to look and act and be myself, without any artifice, any play-acting.

My most fervent thanks to "whatever gods may be" that I am a man!

And I hearby swear that every "movement," every tendency, in the direction of giving the women of the future the same priceless freedom of personality shall have my support.

JOHN FRANTZEN WAS THE MAN WHO SENT RADIO JESTS OF DEATH

"UNKNOWN, unhonored and unsung,"

will not be the fate of the jesting wireless operator, lost when the Norwegian steamer *Grontoft* went down with all aboard in one of the March gales that swept the mid-Atlantic. The man's bravery was mentioned in cables at the time, but nobody knew his name. Investigation by a New Orleans newspaper reporter at the Norwegian consul's office in that city has disclosed not only the name of the radio jester, but also a curious and apparently significant curse against the schooner, scribbled on the walls of the narrow corridor near the consul's office. John Frantzen, a Norwegian, 26 years old, second mate of the ship, was the radio operator who stuck to his key, sporting with death, until *Grontoft*, her life-boat smashed, went down stern foremost, with all on board. On the same ship, it develops, there may have gone down another man whose death was almost as dramatic, if far less heroic than Frantzen's. This man, it is believed, drew a picture of the *Grontoft* on the walls of the corridor that lead to the Norwegian consul's office, and wrote underneath his sketch: "We wish you a happy voyage to Hell—if not this summer, then next year." Superstitious sailormen of the Southern city say that the fate of the *Grontoft* was foretold in this message on the walls of the corridor.

The New Orleans *Times-Picayune* tells both of Frantzen and of the curse against the ship which later foundered in mid-Atlantic. Beginning with the hero in the case, we read:

A carefree sailor, the life of the *Grontoft* crew, Frantzen was betrothed to a Norwegian girl of Esjburg, whither the ship was bound with a cargo of grain from New Orleans, it was learned Thursday. Her grief will be shared by wives and sweethearts of the other members of the crew, nearly every one of whom were Scandinavians.

Frantzen went bravely to a sailor's death, a smile on his face and a half-ticked joke speeding into the ether from his key, sustaining to the end the traditions of Norse sailormen for whom Neptune has no terrors. This was shown by the radio log of the Danish steamship *Estonia* to which Frantzen flashed S. O. S. calls, punctuated with wit. The *Estonia* was unable to reach the *Grontoft* in time to be of service. Not even a piece of wreckage was found.

On the kalsomined wall outside of the office of the Norwegian vice-consul was discovered Thursday a pencil sketch, artistically done, of the *Grontof*, and beside it the well-lettered name of "J. W. Hawkings," who drew it. On the other side of the narrow corridor written in Norwegian was the following ominous curse scribbled against the *Grontoft's* fate:

"We wish you a happy voyage to Hell—if not this summer then next year."

"Hawkings" was the pseudonym used by a member of the *Grontoft's* crew who feared his identity might be learned, according to L. K. Gjertsen, secretary to W. W. Young, Norwegian vice-consul.

Mr. Gjertsen said Thursday he remembered the radio operator Frantzen well. He said Frantzen came frequently to his office for mail and sat laughing and joking with him. The wireless operator looked younger than his 26 years, had the typical Norwegian blond hair and blue eyes, and became known as a wit, he said.

One day Frantzen told the secretary of a little girl who awaited him in Norway. The Norse sailor's eyes sparkled and his face glowed as he pictured his fiancée and glanced at the calendar to note the days before the *Grontoft's* sailing date.

It was the same day that "Hawking," the pencil artist, led a gang of ten men from the *Grontoft* to the vice-consulate's office to complain of bad food in the ship's mess. The men were loud in their denunciation of their "chow," and demanded that the vice-consul take the matter up with their captain, O. O. Westhassell.

During the protest meeting, "Hawking" went into the hall to leave in sketch and inscription his opinion of the *Grontoft*, thinking little he was bringing a curse on his own head, for it is the belief of Secretary Gjertsen that "Hawking" went down with the *Grontoft*, for whose death he penciled a "voyage to hell."

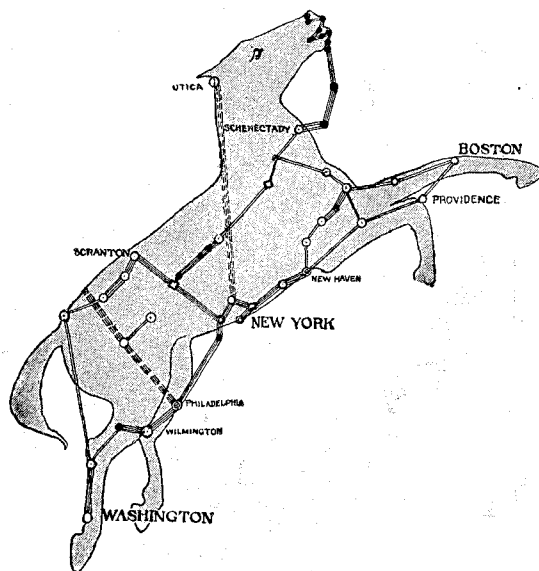
"It seems strange, that picture, the inscription and my talks with Frantzen, the operator," said Secretary Gjertsen. "If I were superstitious, there surely are grounds in what I experienced in connection with the crew to believe the fate of the *Grontoft* was foretold here in this corridor."

There also was written on the corridor wall by "Hawking" the title "Captain of the *Grontoft*," under which he had evidently intended to draw a caricature of Captain Westhassell, but left the sketch undone.

Down along the dock fronts, in the Seamen's Bethel on St. Thomas Street, and especially in the Norwegian Seamen's Mission in Magazine Street, seamen Thursday were discussing the fate of the *Grontoft* and the operator Frantzen, who laughed at death as his ship went down. Theirs was a warm eulogy of the happy-go-lucky Norse sailor.

A. Gjertsen, manager of the home, and father of the vice-consul's secretary, remembered Frantzen and spoke highly of the operator, as did his other son, H. G. Gjertsen, who made repairs on the *Grontoft* while the ship was in New Orleans.

At the Norwegian Mission was P. Sundstrom, who was "paid off" from the *Grontoft* here. He counted himself lucky Thurs-



From Washington to Boston in half a second

THE day this horse starts its ultra-express service between Washington, Philadelphia, New York, Boston and points north and west, the nation starts to save 50,000,000 tons of coal and 500,000,000 dollars a year.

This is an electrical horsepower, rushing at the snap of a switch to answer somebody's call for light or power. The course over which it will travel, if present plans develop, is to be known as the Superpower System—designed to connect a vast area into one closely knit electrical community.

For the 25,000,000 people who live in the area in question, the Superpower System will mean a bigger and better electric service—just as similar systems already in operation have improved the service in various south-eastern, middle-western and Pacific coast states.

But for every American this proposal has a significance; it is one indication of a condition true the country over. The electric light companies are working to improve your service; they are developing far-reaching projects, and planning ahead five, ten, twenty years.

The need for this work bespeaks a growing demand for service—an assured market for what the electric companies have to sell.

This is another way of saying that the securities of these companies are, as a class, sound. You can make a wise investment and at the same time help a work which will help you, by buying some good electric light security.

Published in
the interest of Elec-
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They rest, play and romp in Hood Shoes!

Summertime is Hood Shoe time! Off with stiff leathers; on with cool, comfortable canvas! Leisure hours and Hood Shoes are natural companions.

If it be on the porch with a favorite book, on the lawn with needlework, or a stroll on the sands, Milady will this summer want to wear the Lenox Sport Oxford.

For those who love the more strenuous life, the Klaykort is fast and durable; built to give you foot comfort and freedom in an extra set of tennis or other outdoor game requiring a specially built shoe.

The children, too, *must* have their Fenway Sandals. To get the proper amount of outdoor exercise, their growing young feet need the extreme pliability of this most popular shoe, especially built for children.

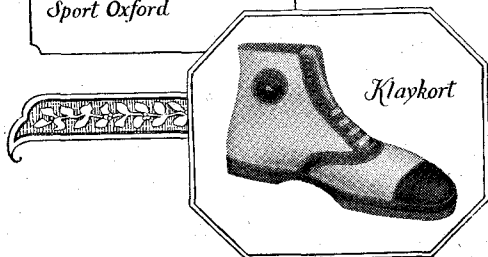
Learn more about Hood Shoes! How they save in footwear cost. Ask any dealer or write us for the Hood Canvas Buying Guides, illustrating and describing many other desirable models.



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Watertown, Mass.



PERSONAL GLIMPSES

Continued

day that he had left the ship. On the steamship *Gunny*, moored at the First Street dock, Johan Petterson, also "paid off" from the *Gronloft*, was equally happy.

ENGLAND'S "ADULT SCHOOLS" FOR WORKING PEOPLE

SENDING the working classes to school is England's latest notable experiment. They are not going to school, these grown men and women, to learn how to earn more money, to improve themselves in their trades, but simply for the good of their minds and souls. They study Greek history, poetry and philosophy, among other things. Fifteen thousand of them, men and women toilers day after day, who had no opportunity in youth to acquire the rudiments of an education, have taken a three-year course in tutorial classes. There are miners and factory hands among them, says Forrest P. Hull in the *Boston Transcript*, "who, it is said, care not a twopence about increasing their wages, living in larger houses or wearing finer clothes, but who can discuss Greek history with men like Alfred Kimmern, Greek poetry with Gilbert Murray, and Greek philosophy with men who spent most of their lives in research." Is such a movement likely to do much, he asks, toward solving the problems of labor and capital, and lifting politics to a higher plane? He replies:

To hear of this movement from Albert Mansbridge, the originator and energizing force behind it for years, is to become convinced that the British Empire is close to a renaissance in labor and politics. Educators, government officials, labor unionists and employers have watched the spread of educational enthusiasm with curious eyes, and there is general sentiment in England that the nation is being greatly benefited.

Mr. Mansbridge makes no bombastic prediction. All he cares to say is that "England is seeing to it that in the rise of her working men and women to power she is not to have an uneducated democracy."

There has been wide-spread interest in Mr. Mansbridge's visit to Boston to deliver lectures at Lowell Institute on "The Earlier English Universities." Few men in educational work have had such varied training. From 1906 to 1913 he was a member of the consultation committee of the board of education; then for two years he served on the Prime Minister's committee on teaching and modern languages; the following two years he was a member of the ministry of reconstruction commission on adult education. He has just completed his work as member of the royal commission on Oxford and Cambridge and as a member of the advisory commission of the board of adult education.

In the war Mr. Mansbridge served as educational expert to the British and Australian armies. In 1913 he went to Australia where he united the universities and organizations of working men and women in every state, returning through the United States. Owing to ill-health he was obliged to resign as secretary of the Workers' Educational Association, which he

founded. Later, however, he founded the movement of a central library for students and the World Association for Adult Education, which has membership in thirty countries. Growing out of that movement was the experiment of the seafarers' education service. Later the British Institute of Adult Education was founded.

All this activity has been accomplished without the aid of a university education. Mr. Mansbridge was the son of a carpenter who lived in Gloucester. The family moved to London when the boy was five years old. At school he made wonderful progress, but his father decided that he must take his place in the world at fourteen. He obtained a position in a merchant's office, where he earned a few shillings a week. A visit to his old home in Gloucester gave him an inspiration. He had gone to the cathedral at evensong. The eloquence of the preacher and the beauty of the service made religion from that moment the master passion of his life. He heard of university extension lectures and began to attend them. At eighteen he was a licensed lay reader in the diocese of Rochester, continuing his work in the civil service and editing a magazine. At that time he married.

The Workers' Educational Alliance began with two members—Mr. Mansbridge and his wife. They solemnly paid their subscriptions and got to work, agreeing that no educational scheme was worth while which can't be started on half a crown a week. They planned no campaign for subscriptions. Their idea was to go about England and get working people interested to start branches on a small scale. They found people hungry for something, and they felt that there was some great eternal force at work, and that all they had to do was to get out of its way.

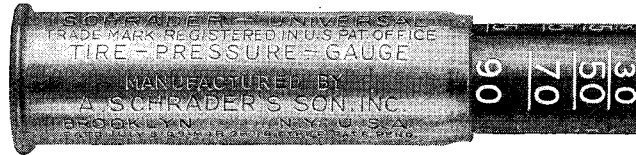
"We knew the people wanted education and our business was to supply it," Mr. Mansbridge says.

Mr. Mansbridge has said that in all his work he has stood outside politics. He would have no mistake made about the spirit that founded the Workers' Educational Alliance. From the very first those who founded it and those who joined it were inspired by a love for the pure, the beautiful and the true. It was a glorious movement, he says, because of this spirit.

"I hate cleverness and knowledge," Mr. Mansbridge says. "I hate your intellectual men; I hate all the pedantry of the mere brain. What I am after is wisdom. Wisdom is independent of knowledge, in the sense that the carpenter is independent of the tools he creates. Knowledge without wisdom is inimical. It spoils the man."

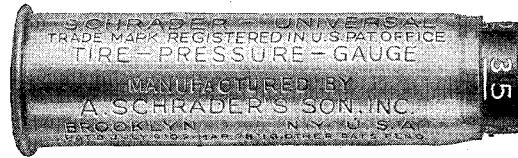
"I've no time to waste helping people pile up facts. All over England you will find men and women working long hours at low pay, treasuring in their soul as the most precious possession of their lives this yearning after spiritual perfection. They don't join our classes to improve their positions, to get higher wages, to climb into another social set. They join the classes, making tremendous sacrifices, because they desire more light in their souls and a greater warmth in their hearts."

"The whole romance of the Workers' Educational Alliance lies here. It has proved to the world that our democracy is disinterested and spiritual, that it is not materialistic and gross. Our members are the apostles of a new state—a Christian state in which the grabber and the profiteer and the sweater will find it impossible to breathe." The tutorial classes have received the highest encouragement from the universities of Oxford and Cambridge.



Too much air!

and your car rides like a truck with solid tires



Not enough air!

and you weaken the side walls of your tires and lose mileage

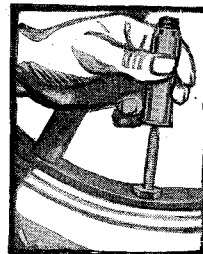
When you are not sure of the amount of air in your tires, the chances are you have too little.

It doesn't take very long for "not enough air" to do a lot of damage to the carcass of a tire—weakening the fabric or cord construction.

Own a tire gauge and know how much air you are carrying in your road tires and your spare.

Don't depend on borrowing a tire gauge. You seldom borrow a gauge until you are afraid you need air. Maybe you have needed air for days. If so, you have been injuring your tires for days.

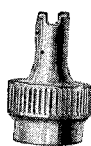
The Schrader Tire Pressure Gauge costs \$1.25 and with proper care lasts for years. It is compact, accurate, and easily read.



Own a Schrader Gauge, use it, and you will save its price many times in mileage. Sold by garages and auto supply dealers.

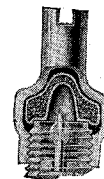
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literally seal in the air. A dome-shaped rubber washer reinforced by an arched metal plate fits tightly over the valve. The valve pin cannot be depressed. This Valve Cap is simple and effective equipment for keeping air sealed in tires.



Five caps in a metal box, 25c.

SCHRADER

TIRE-PRESSURE-GAUGE

MOTORING AND AVIATION

GASOLINE GYPSYING

THAT EVEN a six-months-old babe can be taken along with perfect comfort and safety—comfort and safety of the babe, we assume—is the boast of an enthusiast who calls autocamping The Permanently Popular Vacational Institution. The capitals are his, and enliven an article on "Family Gypsying," by Mr. F. E. Brimmer in *Outing*. The enthusiasm is also his, tho shared to-day by a large and rapidly increasing tribe of gasoline nomads, who agree with Mr. Brimmer that—

There is just one place where you may spend your vacation just as you choose, where you like and when you please; the Highway.

The autocamper is a feudal lord with the world all his own. His castle is his automobile or camping trailer. His serving vassals are scores of camping conveniences. His manorial domain stretches as far as automobile roads penetrate.

Automobile camping is vastly different from any other style of outing, and is *never* "roughing it." You take home and loved ones with you when you autocamp the highway and you make your roadside home as cozy and homelike as the domicile that you left behind.

Instead of looking at pictures of beautiful landscapes under the reading lamp in your home, why not take your domicile with you into the beauty spots themselves? You can't get much of the Yellowstone moved into your home, but you can set up regular housekeeping in the Yellowstone. The National Parks and Forests of the West, the mountains and recreation regions of the East, and the mild winter climate of the South all invite you to move the Mountain to Mohammed—move your vacation home into their midst.

For gypsying by automobile an adequate tent is one of the first articles selected for the outfit. Canvas and balloon silk

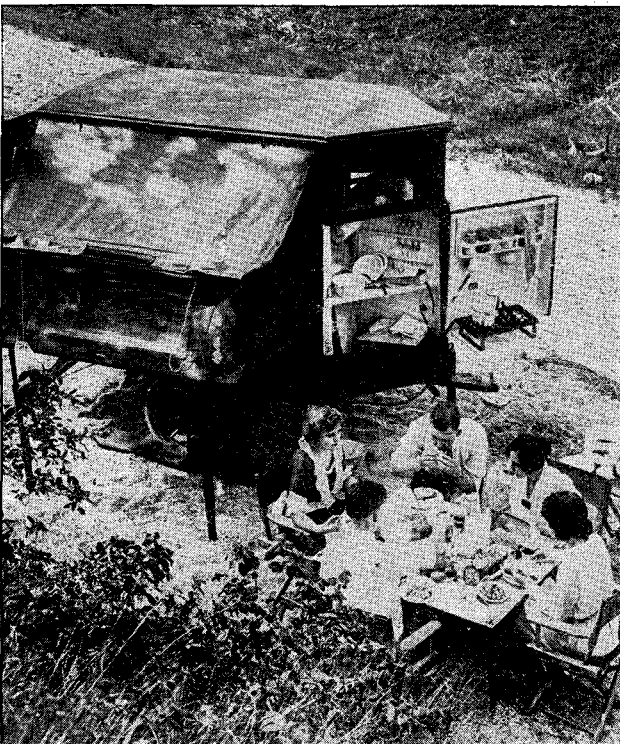
are the two most popular materials; canvas being heavier but costing more than the balloon silk. You will not find a thread of silk in any balloon silk tent you inspect, for it is merely a very closely woven cotton fabric that has been subjected to a very exacting wet-proofing process. The best weight canvas tenting for autocamping is eight or ten ounce material double filled and standard twenty-nine-inch width. It should be waterproofed.

There are styles and sizes of tents of both balloon silk and canvas almost without number that may be made to serve for a tent home. The wall tent is a good, old standard tent, but it does not readily attach to your car and it has the great disadvantage of requiring long and heavy tent poles for its erection. The most simple tent is the lean-to, which merely attaches to the top of your car and pegs to the ground at its lower side. The shed tent, which is a wall tent cut lengthwise in half, makes an excellent autotent, for its ridge may be attached to the car top and no tent poles are required.

To meet the demands of family autocamping there have been constructed many styles of tents purposely for use with the automobile. Some of these attach to one side of the car, others to both sides, and the remainder may or may not be attached to the automobile as you choose.

The points of a good tent, Mr. Brimmer tells us, are (1) a maximum of floor space; (2) plenty of head room; (3) moderate weight; and (4) a minimum demand on space. Specifically,

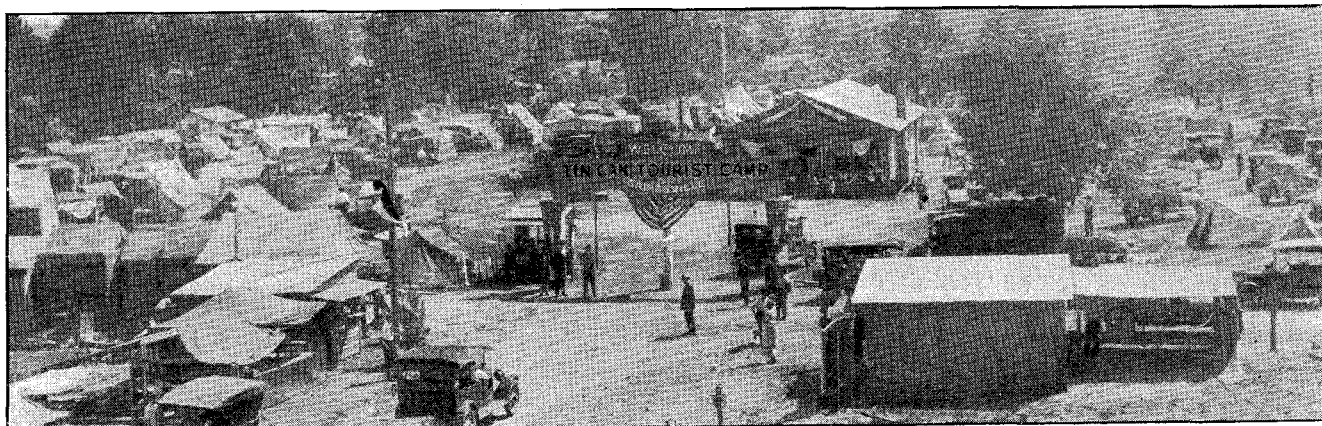
Select a tent that has a maximum of floor space with plenty of head room, one that is not too heavy, that may be erected with little trouble, and packs in a minimum of space. For a family of four to six the tent should weigh from forty to fifty pounds if canvas, while the balloon silk will be a third lighter. Its floor



Photograph by Underwood & Underwood.

"ALL THE COMFORTS OF HOME."

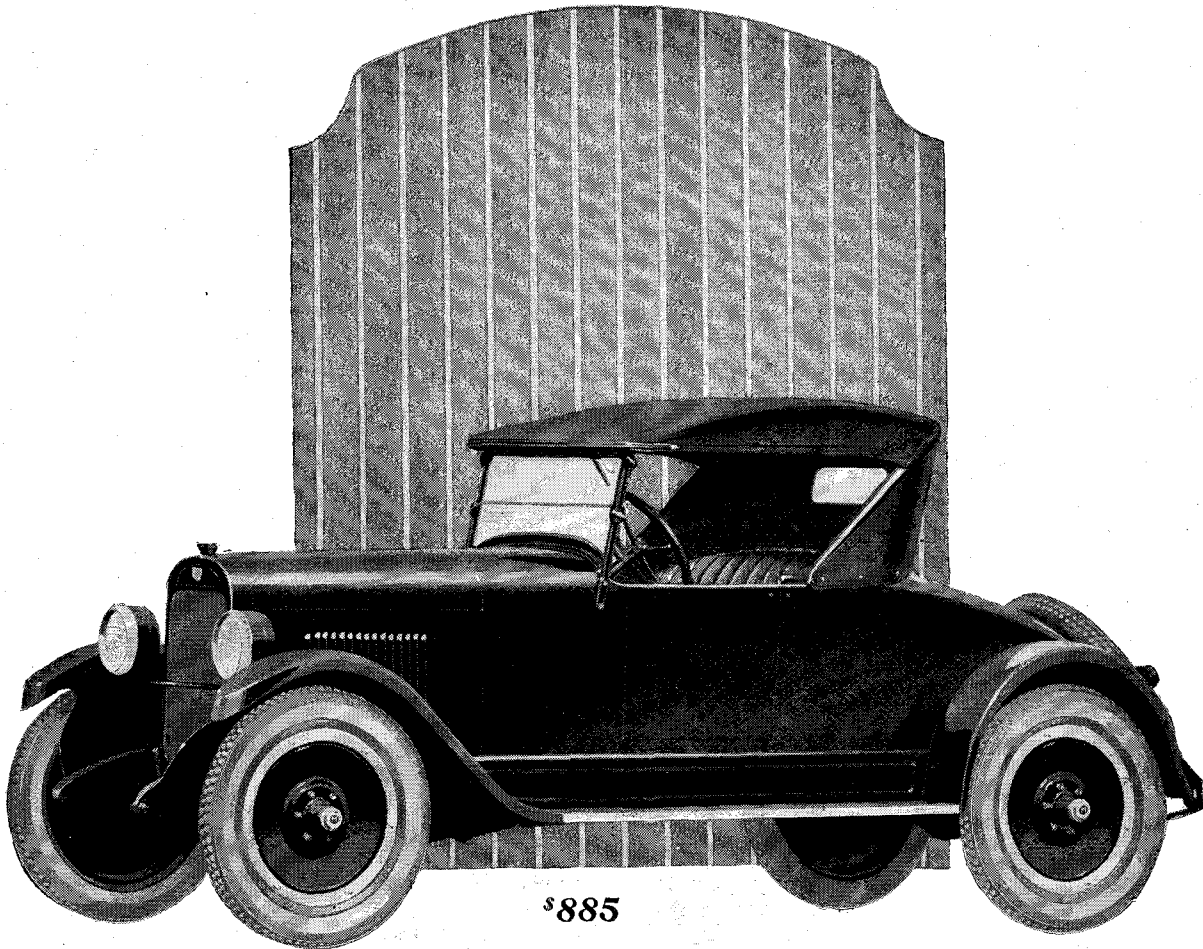
Why pay rent and movers' bills when the family and the essentials of housekeeping can all be packed away in an up-to-date traveling home like this? and how convenient for beach or mountain week-ends!



Photograph by Underwood & Underwood.

WHEN AUTOMOBILE GYPSIES GET TOGETHER.

Automobile "house-boating" has become so popular that there is now an organization of "Tin-Can Tourists." Here they are at a jubilee held at the Gainesville, Florida, camping-ground. Many cities and towns now have camp grounds for motor tourists, especially in resort regions.



Splendid reliability, satisfying comfort, unusually fine performance, notable savings in operation—all are now definitely established as the outstanding attributes which the new organization is building into the good Maxwell.

Cord tires, non-skid front and rear; disc steel wheels, demountable at rim and at hub; drum type lamps; Alemite lubrication; motor driven electric horn; unusually long springs; deep, wide, roomy seats; real leather upholstery in open cars, broadcloth in closed cars; open car side curtains open with doors; clutch and brake action, steering and gear shifting, remarkably easy; new type water-tight windshield. Prices F. O. B. Factory, revenue tax to be added: Touring Car, \$885; Roadster, \$885; Coupe, \$1385; Sedan, \$1485.

MAXWELL MOTOR CORPORATION, DETROIT, MICHIGAN
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The Good



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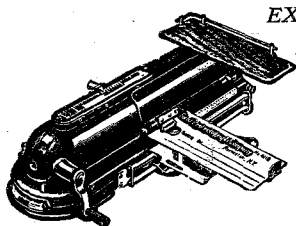
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When fraud is attempted, out come the "VOID" danger signals—the pattern is utterly destroyed, the check automatically cancelled.

PROTOD-Greenbac, *always Green on the back*, choice of colors for the face. Handsomely lithographed or printed to your order. Each check or draft is safeguarded like money.

Special Price Offer for limited time—latest model Check Writer and initial supply of 500 PROTOD-Greenbac checks printed with your firm heading, in substantial gold-stamped ring binder (3 checks to page) plus a paid-up forgery insurance policy for \$5,000 or \$10,000—complete for \$45 to \$65, f. o. b. Rochester.

FREE Write on your business letter-head for sample checks showing the "VOIDS," and a little illustrated book, "FAMOUS FORGERIES."



Todd 2-color patent

EXACTLY Model Protectograph Check Writer. Insurance policy for \$10,000 covers only the amount, unless purchased in connection with PROTOD checks.

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MOToring AND AVIATION

Continued

space, including the room afforded by the automobile, should be about ten or twelve by sixteen feet. See that your tent has screened windows, several wall pockets, iron tent pins, and tight fastening door-flaps.

The three standard colors for tenting are white, forest-green, and leaf-brown or khaki. A white tent is most conspicuous and shows up for miles, while the green and brown blend into the background of your camp-site more completely. Practically all the kinds of automobile touring tents may be had with or without sewed-in floor cloths. In insect country the floor will prove a blessing and indeed it adds to the cozy, homelike feature of any tent in any country.

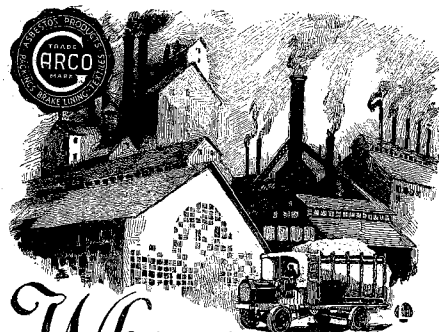
After the tent home has been decided, you are ready to tackle the sleeping problem. There are several excellent beds made purposely for autocamping. The folding cot is more used than any other, for it raises the sleepers off the ground, is compact when folded, and is not expensive. The frame of the army cot, or the regular camping cots of either single or double construction, is made from hardwood; and hence the cot is not as light in weight as other beds. The single cot weighs about twenty pounds and the double about thirty.

A camping bed that proves excellent for sleeping comfort is the pneumatic mattress, which by preference is covered with wool felt, which in turn is protected by a waterproof covering of heavy balloon silk or canvas. Women and children who find sleeping difficult on camping trips will sleep as soundly as at home on the air bed. We have found it the ideal bed for mother and babe, having used our air bed fourteen consecutive nights on an autocamping excursion with our babe of six months.

When we first tried our air bed, we looked for two very real bogies—as actual as most bogies! We had been told that we would "blow ourselves black in the face" when inflating the mattresses; and also that the air bed was a "cold thing" upon which to sleep. We found a pump ready with the bed to inflate the mattresses; however, I have many times inflated the two mattresses and two pillows in five minutes with my mouth. The air bed is not cold to sleep on, indeed the air space under your body is the finest non-conductor of cold that I know about. If you don't like to use the pneumatic bed on the ground, then place it on a cot or car bed.

The air bed is ideal from the standpoint of transportation. When deflated it rolls into a bundle eight inches in diameter, the weight of the single bed being about twelve pounds, while the double is eight pounds more. The novice always inflates his air bed too highly. It really takes just enough air to make the mattress buoyant and yet yielding, just enough air pressure to support the weight of your body clear of the ground. Use nothing but the full-length air mattresses fully covered with wool felt and protected by waterproof covering. Several of my friends have found the air mattress so comfortable on camping trips that they now use them at home.

Continuing, Mr. Brimmer discusses the merits of other kinds of beds, gives advice as to cooking utensils and the choice of clothing, tells about practical ways to



Wherever
Asbestos products
are used

In great industrial plants: on the brakes of motor cars and trucks; in the engine rooms of steamships, or on the Nation's railways, there you find—

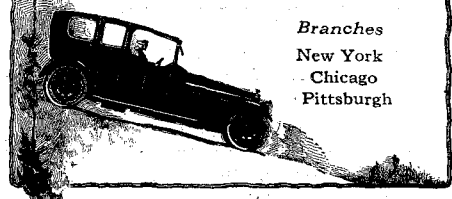
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ASBESTOS PRODUCTS

Long years of experience plus a large organization of specialists enables us to maintain for all GARCO Asbestos Products, a quality standard that assures economical service under any conditions. Get GARCO Asbestos Brake Lining for your automobile—solidly woven and wear-resisting.

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BEFORE YOU BUILD KNOW ABOUT LUNKEN WINDOWS

A double-hung window; 100% ventilation; disappearing sash and fly screens; weather-stripped, glazed, fitted, hung and completely assembled. Shipped ready for use; built into any wall.

Write for full details

THE LUNKEN WINDOW CO., 4909 Cherry St. Cincinnati, Ohio ZeroLight

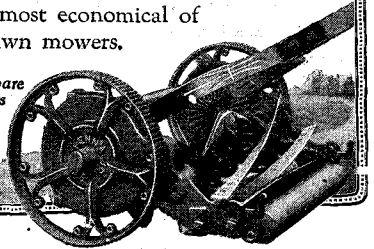
YOU CAN have a business-profession of your own and earn big in come in service fees. A New system of foot correction: readily learned by anyone at home in a few weeks. Easy terms for training, openings everywhere with all the trade you can attend to. No capital required or goods to buy, no agency or soliciting. Address Stephenson Laboratory, 3 Back Bay, Boston, Mass.

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QUALITY LAWN MOWERS

There must be a reason for leadership, and there is. Pennsylvania Quality has proven in actual service to mean longest lived, most efficient and most economical of all lawn mowers.

At
Hardware
Dealers
and
Seedsmen



illuminate the camp, and then comes to that much-debated subject, the trailer:

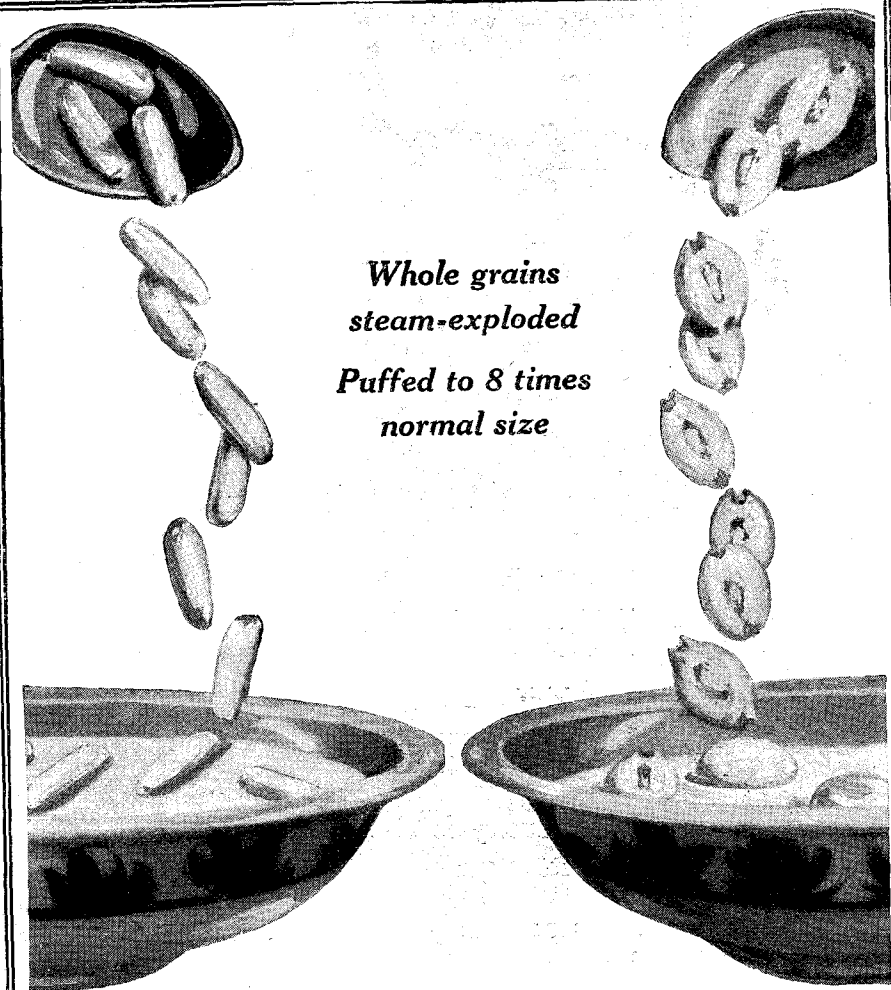
The camping trailer is fitted with two double beds with springs, mattresses and pillows. Over the opened trailer camp is a folding frame supporting a canvas tent. The food compartment and ice-chest is under the floor. Gasoline stove, folding chairs, and the necessary camp conveniences are packed about the trailer. The loaded trailer weighs about eight hundred pounds.

After all, the style of outfit one selects for automobile gypsying is a secondary matter. The first requisite is the philosophy of the campers. Children are natural gypsies and they will be ready as quickly as little Indians. Youth likes the smell of adventure, the charm of new surroundings and the exotic, and as a last resort mature age—perhaps under the disguise of seeking health—feels the same lure to autocamping.

Throughout the West and in the larger cities and many of the towns and villages of the East and South you will find municipal Motor Camping Parks ready for your tent. Denver, Colorado, has set the example for others to follow. Two years ago this city purchased one hundred and sixty acres along the Platte River, and Overland Park is the result. This park has eight hundred camping lots, each twenty-five by thirty-five feet, located so that no camper is more than one hundred and fifty feet from a city water hydrant. Your camp in Overland Park may be lighted by the city electric current. A large, three-story clubhouse in the park is a headquarters for municipal grocery store, meat market, kitchen, grill and lunch counter, steam-heated table from which food is dispensed, billiard-room, barber-shop, reading-room, separate men's and women's lockers and showers. A park garage, filling station, and motion-picture theater offer themselves for the use and recreation of the automobile gypsy. And still there is plenty of shade and real outdoorsy atmosphere in this municipal park, for half of the one hundred and sixty acres are wooded with maples and cotton-woods. Denver is merely cited as a sample of the thousands of Motor Camping Parks in every section, including Canada and our National Forests and Parks.

On long autocamping trips one need never fail to spend the night at a public camping park if he wishes. There are also plenty of other camp sites. Everywhere there are schoolyards offering their welcome. We have camped many nights by permission in farmers' fields or door-yards. Everywhere there will be found along the highway either State or Federal holdings where you are permitted to pitch camp. Your automobile clubs are recognizing the difference between the automobile *tourist*—who pilgrimages from hotel to hotel—and the automobile camper. Hence you will find plenty of data covering camping facilities in any locality. Map-makers and tourist booklet publishers supply this same information specially prepared for the automobile gypsy. The United States Forest Service, Information Department, Washington, D. C., has compiled the data for service to campers in the National Parks and Forests, mainly in the West, but a few in the East. The chambers of commerce in many cities are giving special instructions or assistance to autocamping. Many of them, like Denver, have established Tourist Publicity Bureaus.

Writing in *Outdoor Life*, Mr. Brimmer goes into detail regarding the camping



One at Night

One in the Morning

Make these all-day-long delights

Puffed Grains are the supreme breakfast dainties. Never was cereal food made half so enticing.

But that isn't all. Puffed Wheat in milk is a matchless dish for luncheon or for supper.

Puffed Rice, crisped and lightly buttered, is an afternoon delight. And on desserts, like ice cream, it tastes like bubbled nuts.

Think what puffing does

Puffed Grains are made by Prof. Anderson's process. They are steam-exploded—shot from guns.

Every food cell is blasted. Over 100 million steam explosions are caused in every kernel.

Digestion is made easy and complete. Every element in the whole grain is fitted to feed.

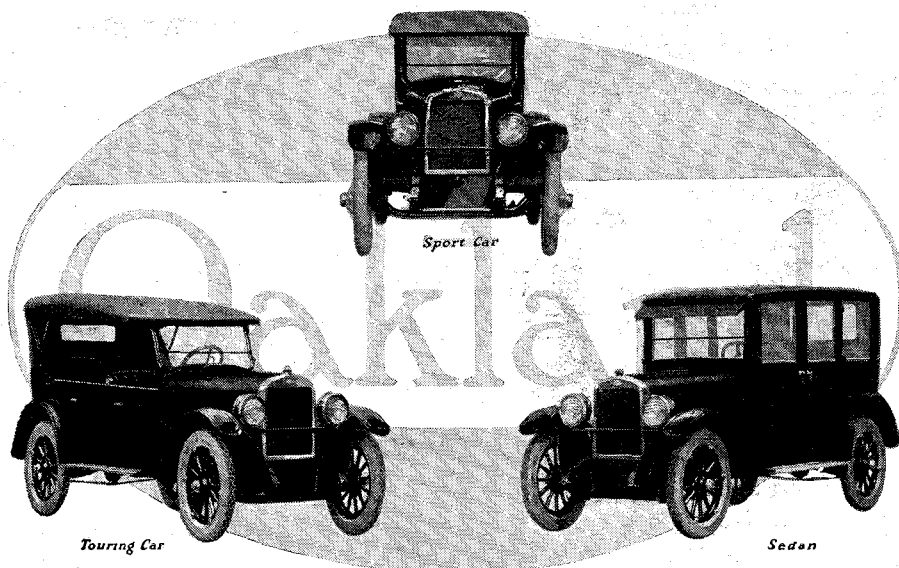
Thus one gets whole-grain nutrition—16 needed elements. All can be assimilated.

Puffed Grains are tidbits, flimsy and flavory. The texture is like snowflakes, the taste like toasted nuts.

But, above all that, they are scientific foods—the best-cooked cereals in existence.

Let children eat all they will.

The Quaker Oats Company Sole Makers



The New Oakland Six Proves Unusual Worth

One of the most significant recent developments in the automotive industry is the New Oakland Six with its special written guarantee.

The New 6-44 is not merely a new model but a new and advanced motor car in construction, performance, appearance and value.

In severe experimental tests the New Oakland Six overhead-valve engine has shown unusual power, smoothness, reliability, and economy in operation.

The new style bodies mounted on the sturdy chassis reveal beauty, comfort, completeness and refinement of appointment that are sure to interest you.

One example of the permanent dependability Oakland gives is its 15,000 mile written performance guarantee which goes with every New Oakland Six.

This is the trustworthy New Oakland. At a price amazingly low—a price never before equalled for a six-cylinder car of such sterling quality and performance.

See the New Oakland—the quality six of the year. It will raise your standard of what you can get in a motor car this year at this price.

OAKLAND MOTOR CAR CO., PONTIAC, MICH.
Division of General Motors Corporation

Chassis	\$ 895	Sport Car	\$1265
Roadster	1120	Coupe	1685
Touring	1145	Sedan	1785
PRICES AT FACTORY			

The New

Oakland Six

MOTORING AND AVIATION

Continued

trailer, that "movable home on wheels." As he asserts,

With a trailer tagging along in the rear, unnoticed and forgotten, the motor camper simply banishes every care and is virtually a tourist. His car is not loaded with outfits, his running-board is free from duffle, and unless he looks behind there is no evidence that the excursion is more than a touring trip. When meal-time or night comes, the autocamper remembers with joy that his home is right behind his car.

One would not expect to pull a trailer, weighing 700 or 800 pounds, with a car that was only little more than twice as heavy as the trailing load. In other words, you need a heavy, or medium-heavy, powerful automobile. This does not mean a six-cylinder, necessarily. There are a great many four-cylinder cars that are pulling trailers successfully. I have found that gasoline consumption is increased from 4 to 10 per cent. with a trailer. There is no way to determine whether oil or tires are used to any greater extent, but, of course, the slightly added power exerted must have a slight tendency to increase the depreciation of the tires and the consumption of lubrication.

Nobody will say that a trailer puts too much of a strain on his car. In deciding between a trailer and a car outfit you must remember that when you are told that the trailer increases the consumption of gasoline, say 5 per cent., this is considering the fuel burned by the average automobile.

Remember that a mule can pull much more than he can carry. The same is true of your automobile. So it makes little difference in actual gas consumption whether you burden your car with a 400-pound outfit, carried in and on your automobile, or pull an 800-pound trailer. Both experience and the laws of physics will bear me out. Figured from the standpoint of increased cost in the operation of your car, the trailer will not cost any more than a car outfit that is half as heavy carried in the tonneau and on the running-board.

Mr. Brimmer is aware that his plea for the trailer may fall upon skeptical ears, so he hastens to deal with the arguments often brought forward against it:

There are three standard objections to a camping trailer: one is the difficulty of backing; second, the limited space afforded; and the other is the bugaboo of increased running expenses and the lug on the car when in hilly country. In the first place one can reverse with a trailer if he will always remember to judge where the trailer is going by the position of his rear wheels. That is, to back around a corner with a trailer you must first get the trailer going as you want it by causing the rear wheels of your car to throw in the opposite direction. There is one thing to remember, and the rest is practise: turn your front wheels in the opposite direction that you want the car to go until the trailer starts, then right your automobile. But you back up but little. And remember the thousands of commercial trailers in use; if this backing bugaboo was so serious they would not be a success. And if you don't want to back your outfit, unhook the drawbar of the trailer and turn it by hand—an easy task.

The second popular objection, of limited space afforded by a trailer, is not a real objection at all. The roof over your heads is plenty large enough—nobody at the start expecting any surplus room. And in fair weather your dining-room and kitchen and living-room are not inside your trailer necessarily, but out in the fresh air under the shade of a tree. You always have your automobile for a second "room," too. Most car outfits will present the same lack of space that any trailer does. Nor will I admit that that is a *real* limitation that hampers living-quarters in any camping trailer that I have ever seen. If you want more room than the trailer itself affords, for large numbers of people, say six or eight, then take an extra tent and accommodations.

The third popular objection, viz., that the trailer is too much of a load for your car, has already been disproved, provided you use a heavy, powerful car. Indeed there will not be any more strain when pulling a good trailer than when using a car outfit.

If a camping trailer looks good to you, do not hesitate. I believe that this outfit will prove more and more popular every year. It is like buying a completely built and furnished bungalow, compared with obtaining the parts independently and building the house for yourself. The trailer is the ready-built and furnished home, the car outfit the home you build for yourself.

TRAIN YOUR EAR FOR ENGINE MUSIC

NO automobilist will deny that "a trained ear is the best asset when the engine knocks," as it takes skill to detect the cause of the trouble and tell which of the mechanism's various parts is worn out or needs readjustment or has been broken. But how to train the ear? In the *American Automobile Digest* (Cincinnati), Mr. Frank E. Lockhal remarks that

In the location of the peculiar noise which an engine gives rise to when certain of its parts fall out of perfect relationship with each other, nothing counts quite so much as experience. An experienced ear can detect and locate the cause of an unusual sound in one-tenth the time and with much greater accuracy than the inexperienced one.

It is for this reason that in the operation of a garage, repair shop, or service station, specialization on one or two makes of cars is distinctly worth while. A repairman, for instance, who has put in much time on the care, repair and adjustment of one particular make of car may be totally at a loss to recognize the cause of even a pronounced knock on some other make on which he has had little or no experience and whose little peculiarities are unknown to him.

It so happens, therefore, that where specialization on one or two makes is not the by-word and where the mechanic or mechanics have not been keyed up to the most efficient point on any one make of car, a whole lot of time is wasted in locating faults which the trained man—the specialist—would have found with no trouble and in short order.

As a general rule, both the character of the knock, its frequency and its regularity or lack of regularity are the chief guides used by the thorough-going repairman in determining its location.

By character is meant not only the intensity of the sound, but also its timber. In some circumstances, for instance, the



Charles M. Schwab says-

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Pirie
MacDonald

CHARLES M. SCHWAB
NEW YORK
25 BROADWAY

April 4, 1922.

My dear Mr. Gillette:

Your letter of March 30th received. I have used the new razor constantly ever since you sent it to me and it has given me the greatest satisfaction. It is infinitely better than the old one. The question of adjustment was always a troublesome one to me. Now I keep it screwed down tight and have not the slightest difficulty. I am well pleased with it and heartily congratulate you upon this invention.

I hope I may have the pleasure of seeing you soon, to renew our old acquaintance.

With kindest regards, I am

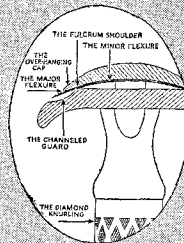
Sincerely yours,

Chas M. Schwab

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Boston, Mass.

Be sure to have
your dealer show
you the

Fulcrum Shoulder
Overhanging Cap
Channeled Guard
Micrometric Precision
Automatic Adjustment



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The New
Improved

Gillette

Patented January 13th 1920

SAFETY
RAZOR

Jim Henry's Column

More about Water

It is a curious trait of human nature that no one likes to follow directions.

How many times have you been lost because you thought you knew better than the road map?

Or, to be more specific, have you ever read and followed the instructions which come wrapped around each tube of Mennen Shaving Cream?

Of course, Mennen's will give great results no matter how you use it, but just the same you will never experience the perfect Mennen shave until you obey the rules.

These instructions (I wrote them myself) say to use three times as much water as you formerly used with old-fashioned soap. Yet, so far as my observation goes, most men use only the first brushful of water and, as a result, get a thin coat of whitewash instead of the heavy bank of lather they could build up if they would only use a lot of water.

Now, this extra water has a lot to do with putting your beard into a proper condition to be shaved.

One reason why Mennen's is so much better is because its lather holds so large a quantity of water.

Please do it my way just once. Start the lather on the point of your chin and gradually spread. Then keep adding water—a little at a time. It is amazing how much water you can pack into Mennen lather. Until you have exposed your beard to a three-minute, complete saturation with Mennen lather, you will never know the joy of operating on a thoroughly licked beard.

Just to fill up the column, I want to plead with you to learn what comfort there is in Mennen Talcum for Men for after shaving and bathing. It is neutral in tone and doesn't show. I'll send samples of Shaving Cream and Talcum for Men for 10 cents.

Jim Henry
(Mennen Salesman)

THE MENNEN COMPANY
NEWARK, N.J. U.S.A.



MOTERING AND AVIATION

Continued

engine will give forth very loud pounds, perfectly dead and without ring as to tone. Where these sounds occur periodically, the most likely source of the condition giving rise to the trouble is a loose fly-wheel; if, on the other hand, these pounds occur in no regular manner—that is, they are not timed to occur and reoccur at any set position of the crankshaft—the fault will usually be found to be what we know as “gas knock,” a peculiar heavy pounding condition which arises when the mixture, for one reason or another, becomes excessively rich.

This gas knock, Mr. Lockhal explains, is usually caused by a leaky valve or by a “water-logged” float in the carburetor, faults generally resulting in the coming and going of the knock, which makes it all the harder to locate. As Mr. Lockhal tells us,

The cure, of course, is self-evident. It means simply the replacement or reconditioning of the affected part so that the proper fuel level will be maintained in the carburetor float chamber at all times.

A somewhat similar condition, except for the fact that it is always present and is not recurrent, is brought about by a sticky or ill-adjustment of the carburetor choke, so that instead of returning to normal position, allowing free ingress of the air through the primary air intake, it shuts the air off partially, altho the supply of gasoline remains constant. Under such circumstances, we generally get a tendency to pound, a tendency for the engine to miss spasmodically and also a tendency for it to fall off in power and to heat up.

Going back once again to the character of the sound, we sometimes encounter heavy pounds which have a distinct metallic ring and are not dead in tone, such as are caused by the conditions outlined above. Where we get these heavy pounds with the metallic ring, we can almost always look for bearing faults. Worn or loose main bearings, for instance, more frequently play in one or more of the connecting rod bearings.

Lighter knocks of a ringing character can be attributed to a number of faults, any of which are likely to occur at almost any time with a machine as intricate and as lightly regarded as the average automotive engine.

Loose pistons, for instance, give rise to what we call a piston slap, which is especially noticeable when the engine is started from cold and which may be recurrent with perfect regularity, or, on the other hand, may be of intermittent occurrence, coming and going and varying in tone and intensity.

A loose wrist pin bearing will give a somewhat similar knock which, however, will not be greater when the engine is cold and will always occur with perfect regularity.

As a rule, this noise can be distinguished only once to every two revolutions of the crankshaft. This condition is also true of the connection rod-bearing pound referred to above. However, when excessive looseness in either of these bearings occurs, so much shake or play is established that the sound can be heard once for each revolution of the crankshaft, tho generally on that revolution on which the gas pressures and inertia forces are light the sound will



Keep Out the Germs

Attend to a break in the skin at once. Keep out the germs that may cause infection.

New-Skin will protect the wound. It forms an antiseptic dressing under which nature can do her healing undisturbed.

15c and 30c. At all Druggists

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NEW YORK TORONTO LONDON

“Never Neglect a Break in the Skin”



MAJOR'S CEMENT

Unexcelled for repairing china, glassware, earthenware, furniture, meerschaum, vases, books; for tipping billiard cues, etc. Keep it handy.
The reliable cement, famous since 1876.
Major's Rubber and Leather Cements are good—give full satisfaction.
All three kinds—20c per bottle. At dealers or by mail.
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FREE “Linene” COLLAR

For trial, a sample of our New Style Collar, if you send 2 cents for postage and state size wanted.
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Free Book
Containing complete story of the origin and history of that wonderful instrument—the

SAXOPHONE

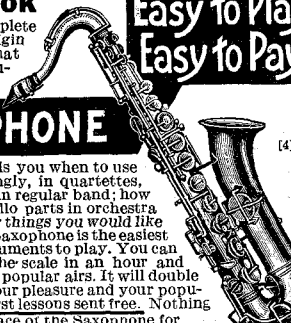
This book tells you when to use Saxophone—singly, in quartettes, in sextettes, or in regular band; how to play from cello parts in orchestra and many other things you would like to know. The Saxophone is the easiest of all wind instruments to play. You can learn to play the scale in an hour and soon be playing popular airs. It will double your income, your pleasure and your popularity. Three first lessons sent free. Nothing can take the place of the Saxophone for

Home Entertainment, Church, Lodge or School, or for Orchestra Dance Music

You may try any Buescher Saxophone, Cornet, Trumpet, Trombone or other instrument 6 days. If satisfied, pay for it by easy payments. Mention instrument interested in when sending for Free Book.

BUESCHER BAND INSTRUMENT CO.
Makers of Everything in Band and Orchestra Instruments
194 Buescher Block ELKHART, IND.

Easy to Play Easy to Pay



likewise be subdued in character. Furthermore:

Camshaft noises are generally more in evidence at low speeds than at high speeds, and for this reason it will be found that several of the makers of better class cars, both here and abroad, have adopted means for putting a constant drag or load on the camshaft so that at low speeds the pressure of the valve springs will have no tendency to cause forward motion of the camshaft taking up any looseness in the drive chains or timing gears.

A knock of regular character and sounding about like a piston slap is sometimes caused by excessive end play in the crankshaft. A knock of this kind is very hard to locate.

Piston and bearing knocks, while they generally can be diagnosed from the intensity and character of the noise by a trained mechanic, are sometimes hard to locate with precision.

One of the simplest plans which is quite effective for this purpose is to employ a short rod or even a screwdriver as an improvised stethoscope. One end of the stick is held between the teeth quite firmly and the other is brought into contact with the engine at various points until a point is reached where the noise sounds loudest and the ring is most clear. When this point has been located, it is almost certain that the trouble will be due to looseness in some part of the mechanism adjacent that locality.

This is an operation, again, which requires experience and patience.

BRAZIL OR BUST

THE daring aviators whose seaplane was wrecked on St. Paul's Rock during an attempted flight from Lisbon, Portugal, to Pernambuco, Brazil, may yet complete their adventure, as the Portuguese Government plans to ship them a new seaplane, so an article in *Aviation* informs us. Of their achievement thus far, *Aviation* remarks:

Despite the failure, near the goal, of the two Portuguese naval aviators, Captains Cabral and Coutinho, to link their country via the air route with Brazil, their gallant attempt both deserves recognition and affords food for some thought.

To begin with, the three principal legs of the journey which were completed, of 700, 800 and 900 miles length, respectively, required an extremely fine piece of navigation by compass and sextant. If it is considered that these flights average in length about two-thirds the distance from Newfoundland to the Azores (1200 miles); that the last stopping place, St. Paul's Rock, is a mere speck in the waste of the South Atlantic; and that the two flyers only had the assistance of a few vessels of the Portuguese Navy, the achievement of Captains Cabral and Coutinho will be better appreciated. Even tho they failed to reach the South American mainland, their names will live in the annals of aviation alongside the names of other more fortunate pioneers of the air.

But this 2700-mile flight has still another aspect. The Portuguese transatlantic attempt was more than a mere sporting venture: as a matter of fact it was the first attempt to connect Europe with South America via a workable commercial airway. The route chosen is more favored

That delightful aroma of the pines

THE FRAGRANCE of the pines—Everybody knows—means health. You *instinctively* like it.

And men enjoy Packer's Tar Soap for the same reason. Its smell proclaims its invigorating pine tar, which is blended with pure glycerine and soothing vegetable oils.

Your first shampoo with Packer's Tar Soap will stimulate your scalp and begin to give it fresh vigor—new ambition. And you will feel, at once, a brisk feeling of glowing refreshment. Notice, too, your hair's improved appearance.

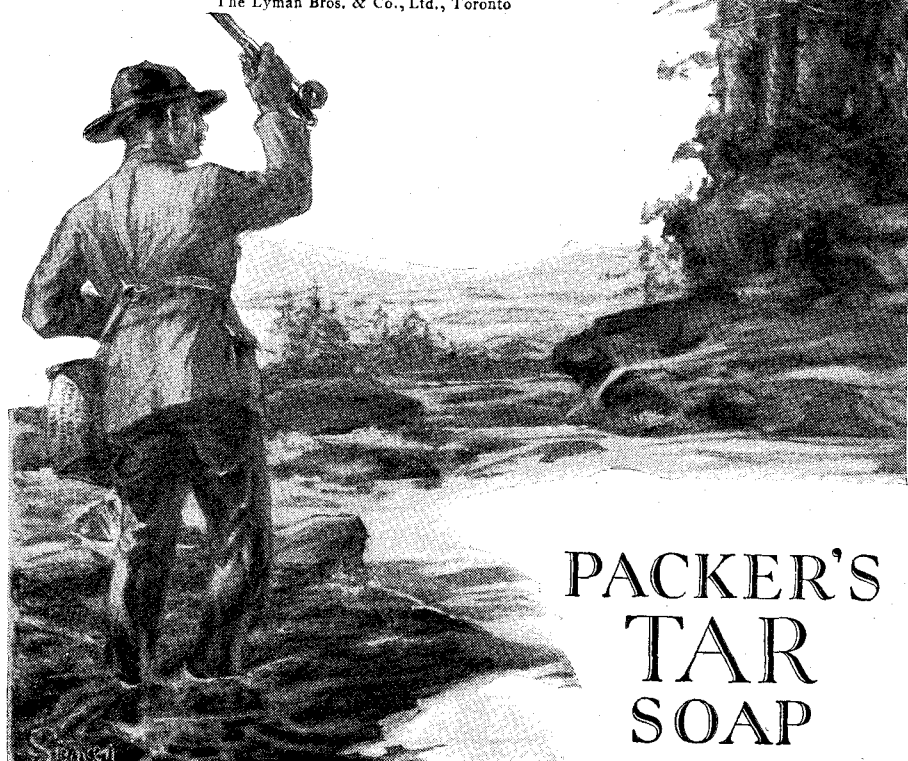
These first effects grow more apparent as you continue to use Packer's regularly.

All druggists carry Packer's Tar Soap, but if you like, we will send you a sample of either the cake or Packer's Liquid Tar Soap on receipt of 10c. The Packer Manual "How to Care for the Hair and Scalp"—free on request.

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PACKER'S
TAR
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Hot Water Flows INSTANTLY!



Opening any hot water faucet lights the heating flame. Closing the faucet extinguishes it. No limit on quantity — use all you like.

ABUNDANT flowing hot water for every home use without a bit of fuss or waiting. Just open a faucet and hot water flows *instantly*! That's all *you* have to do, the Pittsburg does the rest.

Water heats as it passes through the clean copper coils of the Pittsburg Water Heater. It streams from the tap as pure as the cold water. No rust or sediment.

You may draw hot water continuously for hours if needed, or heat a little for a baby's bath. The Pittsburg Automatic never wastes a foot of gas, because the heating flame burns only while you keep the faucet open.

Pittsburg AUTOMATIC GAS WATER HEATERS

Small cash deposit buys a Pittsburg

Convenient monthly payments make it easy to own this modern home convenience. Among the several sizes there is one that is exactly right for your home.

Look up the Pittsburg dealer in your city (the gas company or one of the prominent plumbers) or write us how many hot water faucets in your home and the number of people in your family. We will recommend the proper size Pittsburg for your needs, and send you a free copy of "The Well Managed Home," an interesting little book, which tells the whole story of better hot water service.

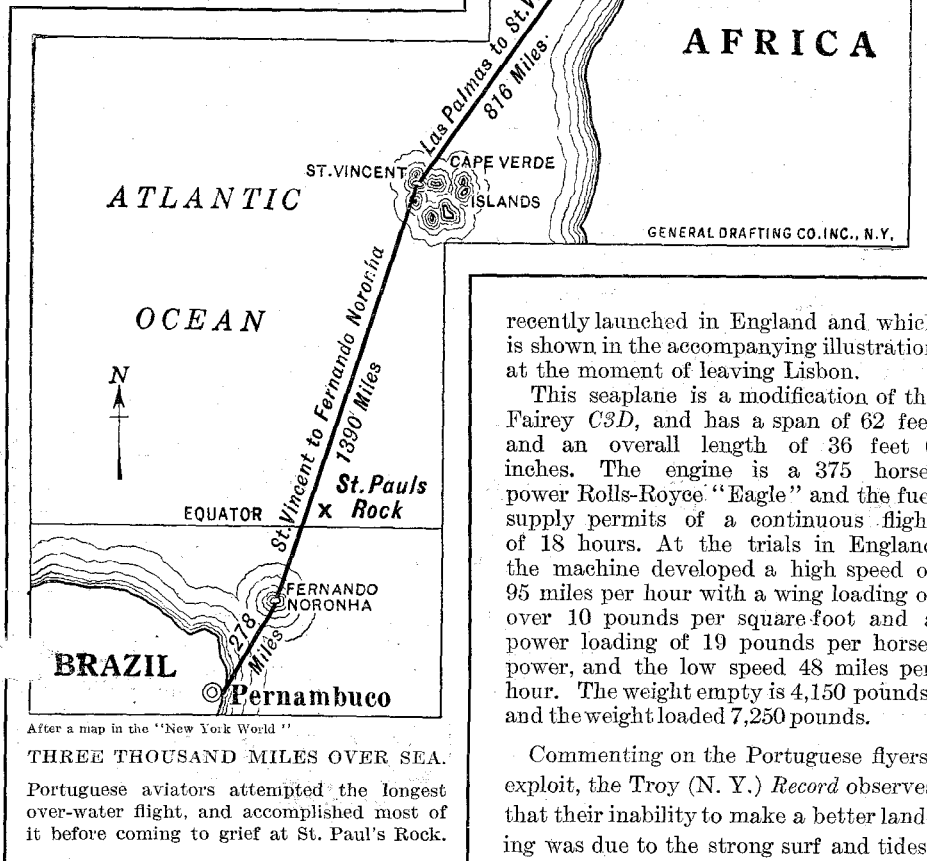
**Be sure you get a Pittsburg
PITTSBURG WATER HEATER CO.
Pittsburgh, Pa.**

MOTORING AND AVIATION

Continued

by nature than even the best route across the North Atlantic, by way of the Azores, in that the maximum overseas distance is 900 miles long as against 1,200 for the latter, and in that cyclonic disturbances are less frequent. Hence it is to be expected that the first transatlantic commercial airway will lead from Europe to South America and not to the United States.

We have, some time ago, commented on the projected German-Spanish en-



recently launched in England and which is shown in the accompanying illustration at the moment of leaving Lisbon.

This seaplane is a modification of the Fairey C3D, and has a span of 62 feet and an overall length of 36 feet 6 inches. The engine is a 375 horsepower Rolls-Royce "Eagle" and the fuel supply permits of a continuous flight of 18 hours. At the trials in England the machine developed a high speed of 95 miles per hour with a wing loading of over 10 pounds per square foot and a power loading of 19 pounds per horsepower, and the low speed 48 miles per hour. The weight empty is 4,150 pounds, and the weight loaded 7,250 pounds.

Commenting on the Portuguese flyers' exploit, the *Troy* (N. Y.) *Record* observes that their inability to make a better landing was due to the strong surf and tides:

The disaster to the hydroplane came because of the aviators' inability to make a better landing on account of the strong surf and tides at the islets. Their course, as originally announced, did not include St. Paul's Rocks, and when it was learned that they intended to land there, attention was called to the unfavorable conditions there and the hazards that would be attendant on landing. It is possible that if they had held to their original program of flying from the Cape Verde Islands to the Island of Fernando Noronha, they might have completed their trip to Brazil without changing machines.

The Portuguese aviators, however, have made a brave try for it, and deserve to have the honor of being the first to cross the Atlantic by this course. Already they have crossed a poorly patrolled stretch of 900 miles of water, and merit the congratulations of the Portuguese Minister of Marine on negotiating this much of the distance stretching between the two continents. Their trip, however, has been less picturesque than other transatlantic attempts for two or three reasons. In the first place, it is not the first transatlantic flight. Alcock and Brown, in a British airplane, flew from St. Johns, N. F., to Clifden, Ireland, 1,960 miles, in 16 hours and 12 minutes, a feat that had not been accomplished before and that has not been accomplished since. The United States naval seaplane, NC-4, flew from Tepassy, British North America, via

terprise which is to use Zeppelins of a size far exceeding anything built heretofore between Cadiz and Buenos Aires. But this project, which seems to be nearing realization, is not the only undertaking of its kind. The French department of civil aviation has for some time been engaged in establishing the ground organization of a route which will lead from Casablanca, the present terminus of the France to Morocco air line, down the West coast of Africa to Dakar. This work, it is stated, will be completed in about a year, by which time the French expect to have built the machines capable of crossing the South Atlantic from Dakar to Pernambuco, Brazil.

And thus Europe is unceasingly at work to outstrip in aeronautical achievement America, the birthplace of the airplane and of the flying-boat. And yet, three years ago we had in the Navy-Curtiss four-engined flying-boats a type of air-craft which, with some modifications, could have inaugurated an aerial mail service between Europe and South America over the very route flown by the two Portuguese aviators.

In the last analysis this flight should call the attention of American seaplane constructors to the large field South America offers to their enterprise.

The seaplane *Lusitania*, which Captains Cabral and Coutinho were flying, was the special type of Fairey floatplane which was



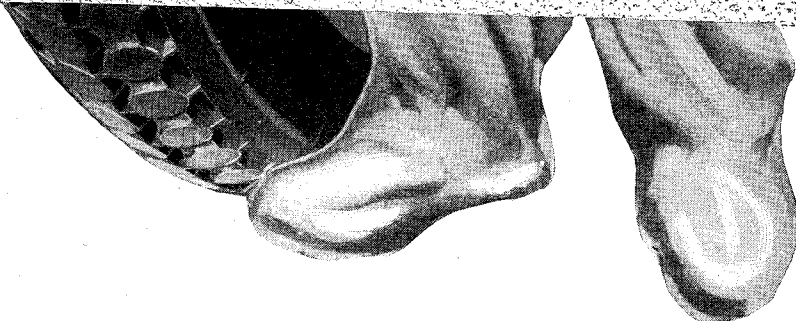
Time to Re-tire?
(Buy Fisk)

TRADE MARK REG. U. S. PAT. OFF.

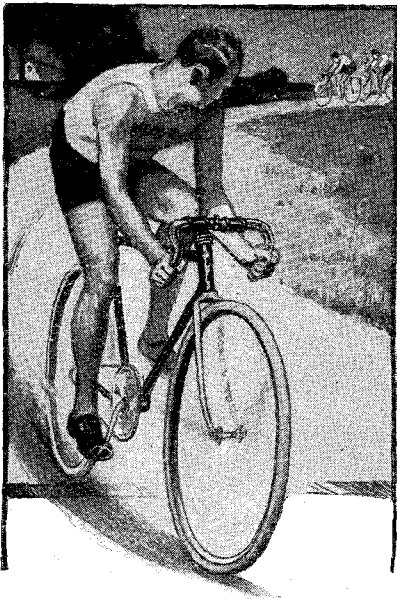
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They met after years of separation. As boys they had attended the same school.

One was a leader in everything worthwhile. He could out run, out swim and out ride any boy in his class.

The other was of sluggish mind—because he didn't develop an active body. He was none too fond of the great out of doors and the sturdy sports of boyhood.

These two boys grew up—then went different ways. Years passed—they met accidentally on a busy thoroughfare in a large city. A sad but wonderful contrast. Each had developed true to boyhood form.

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Over the desk in this successful man's private office was a little framed photograph, showing him as a boy—during his school days—mounted upon a Dayton bicycle—flashing across the finishing tape a WINNER. This picture had been his inspiration for years.

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"Leaders Since Your Dad Was a Boy"

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Cycle Division
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Dayton, Ohio

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The Davis Sewing Machine Co., Dayton, O.
Please send me, without obligation, your booklet No. 29, "How to Choose a Bicycle" and the 1922 Dayton Catalog.

Name.....

St. and No.....

City and State.....

Age.....

MOTORING AND AVIATION

Continued

the Azores, to Lisbon, 2,150 miles, in 26 hours, 45 minutes, actual flying time. Alcock's and Brown's flight was the more spectacular, as it was a non-stop flight, and the aviators did not have the elaborate patrol system prepared for the NC-4's flight. The latter, however, was a great undertaking and will remain as one of the notable landmarks in the history of aviation.

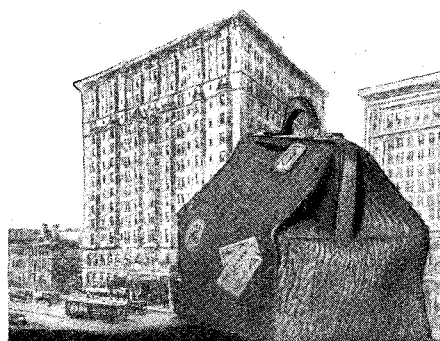
The Portuguese have made slow time, an average of 63 miles an hour, compared with seaplane flights like those of the NC-4, or with Clifford Webster, who flew from Palm Beach to New York at a speed of 123 miles an hour. On the other hand, the undertaking of the Portuguese is in no wise to be belittled; it has been hazardous, and only intrepid birdmen would undertake it. If successful, it will mark another mile-post on the road to what probably is to be the eventual establishment of regular transatlantic aerial schedules both for commercial and passenger travel.

That the Portuguese had the odds against them from first to last is the view of the Manchester (N. H.) Union, which points out not only that their plane was small and of limited fuel-carrying capacity, but that—

While Portugal did what it could to help them, it was not able to supply such a string of guiding ships as proved useful in the passage made by the American Navy's NC-4. With easily missed islands as the stopping places on the journey there was need of close navigating, especially as the fuel endurance of the machine promised to give little margin for search at the end of a run.

CARING FOR CHINA'S MOTOR-CAR INFANCY

IF "CHINA is in its motor-car infancy," as one of the standard reference books has it, the infant is not to grow up, apparently, without expert nursing from this country. Before the war European manufacturers were selling the Chinese about twice as many cars as our American firms were. During the war we secured more than 90 per cent. of this business and now, according to official Government statements, about three-fourths of the motor vehicles used in China came from the United States. Americans have in general Chinese good-will, and they have the additional advantage that the American cars recently sold in that country have made good, at least according to our Department of Commerce. Our automobile exporters are confronted with the fact that in dealing with China they have to sell motor cars to people who have no roads. So they have gone ahead and sold cars which have been making successful cross-country journeys, where there are not even paths, until the Chinese have come to the conclusion that if the motors can go first perhaps roads can follow. In a current issue of *Commerce Reports*, Trade Commis-



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sioner L. W. Meekins reminds us that there are only 500 miles of improved city streets and roads in China, and only 1,200 miles of passable dirt roads in the country districts. Partly because of this there are probably not many more than 8,000 motor vehicles being operated in China. But our motor people are not discouraged. They see the good-roads movement advancing in, around, and between the great Chinese cities, and they look upon some 500,000 Chinese officials, bankers and merchants as prospective customers. Generally speaking, we are told, other native classes can not afford to buy cars. In the foreign colony Europeans prefer home-made machines, but there are ten thousand Americans, Russians and Japanese whom Mr. Meekins thinks may be persuaded to buy American cars.

If motor roads are few and short in China, motor fuel is expensive and in some places difficult to get. The price of gasoline varies from 40 cents a gallon in Shanghai to \$20 a gallon in Urga, Mongolia. "Urga receives its supply of gasoline by camel trains across the Mongolian plateau, the fuel being too bulky for transport by the existing motor-car lines which make the distance in one-eighth of the time required by caravans." Mr. Meekins goes on to tell why the Chinese are buying cars and what kind of cars they like:

Regarded at first as a luxury, the motor car is now recognized in China as a necessity for rapid transit in cities, for suburban and interurban communications, for connecting railways with waterways, for feeder lines to railways and water routes, and for temporary use on the graded right of way of railroad extensions before ties and rails are laid.

Another potent reason for buying is the fact that the Chinese like to make an impressive appearance, as the possession of an automobile carries with it exceptional prestige, as the native official or business man who owns a high-powered, richly appointed motor car is greatly respected. Electrical fittings, accessories, and any new, ornate features of practical value make a strong appeal. This liking for display has resulted in an increasing importation of chassis for which bodies are manufactured in China, thus reducing the cost of the car and enabling the purchaser to have incorporated all the special body features he desires.

In this connection it is interesting to recall a remark in the current "China Year-Book" on the insistent Chinese demand for luxurious cars:

Many are buying closed cars equipped with silk curtains, mirrors, Chinese vanity boxes and other accessories which are tabooed in other nations. Colors demanded are reds, blues, light yellows and others that are brilliant and extremely noticeable.

Returning to Mr. Meekins's instructions for would-be American nurses to the Chinese motor infant, we find this statement of the requirements which the car made for the Chinese trade should fill:

Road conditions away from the urban districts constitute severe tests on motor vehicles, and only the most substantial light cars can stand them. Peking's

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Clear thinkers write it down. They reach instinctively for their Eversharp, as they would for their watch. At the conference table, in the drafting room, everywhere in the day's work you find Eversharp making its mark smoothly, yet with firmness and exactness that reminds you no other pencil can be like Eversharp.

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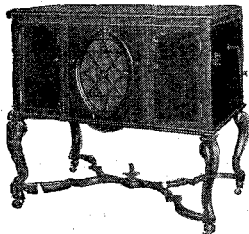
Ask the office manager to supply you with EVERSHARP Leads in the red top box.



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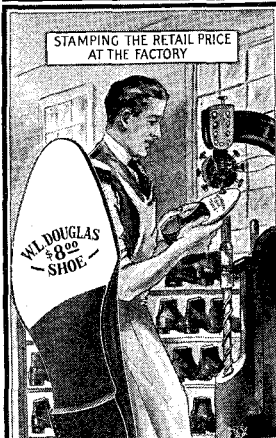
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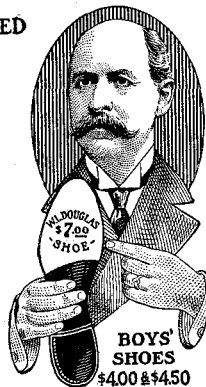


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Our \$7.00 and \$8.00 shoes are exceptionally good values. W. L. Douglas shoes are put into all of our 108 stores at factory cost. We do not make one cent of profit until the shoes are sold to you. It is worth dollars for you to remember that when you buy shoes at our stores **YOU PAY ONLY ONE PROFIT.**

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W. L. Douglas Shoe Co.,
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MOTORING AND AVIATION

Continued

frequent dust storms and cold winters make closed vehicles popular. Cars with a short wheel-base and with gears permitting easy change from medium to low speed are best adapted to the city streets, which are narrow and used by a great number and variety of native vehicles. The Chinese are skilled chauffeurs and excellent judges of distance, but because they do not pay adequate attention to the upkeep of their cars, it is essential to make the mechanism as simple as possible.

The 20-passenger motor bus seems to be the most popular type for suburban and interurban transportation.

Taxicabs are gaining favor in Shanghai and Peking, which cover extensive areas and lack other facilities for rapid transit.

A fair number of electric passenger cars have been sold in Shanghai, where there are no steep grades; and this is practically the only type of motor car that to any great extent is owner-driven. Electrics are liked by the foreign community, as the expense of their maintenance in Shanghai is lower than that of gasoline cars; but for the Chinese, who like high speed for pleasure rides, they are too slow.

A few motor trucks are employed in Shanghai for general hauling purposes. Among the users are shipping and forwarding agents, flour mills, lumber companies, publishing houses, the Chinese Post-offices, and the Municipal Electrical Department.

Both the international settlement and the French concession have motor fire-fighting equipment.

A good market for motoreycles may develop from the fondness of the Chinese for bicycle-riding; so far, however, sales have been limited by the absence of good roads, lack of mechanical ability among those who are able to purchase motoreycles, and the preference of Chinese for riding in parties of five or six that can not be accommodated by a motorecycle with either rear seat or side-car.

Motor boats and airplanes are not yet popular in China, according to the authority we are quoting, in spite of the elaborate system of Chinese waterways and the apparent suitability of the country for aerial transportation. He says:

Apparently China, with 25,000 miles of waterways, should be an excellent market for marine motors; and many of them have been sold in South China and in Canton, where local establishments also manufacture them. The native boatman of the Yangtse river section, however, is reluctant to invest money in a marine motor with a constant appetite for fuel. Furthermore, the narrow canals and creeks in China do not permit speed.

Chinese experiments with airplanes have not been very satisfactory, altho it would seem that a country of such great distances and with only 7,000 miles of railway, aviation would greatly improve communications. The difficulty lies chiefly in the fact that long-distance aerial routes require numerous landing fields, supply stations, and equipment distributed all along the line. In June, 1921, an air-mail service between Peking and Tsinan was inaugurated in order to save 10 hours of mail time between Peking and Shanghai. The extra postal charge on each letter was Yuan \$0.15 (about U. S. \$0.75, at normal exchange).

After a few weeks' trial, however, the service was abandoned.

As airplanes may be used for military purposes, it seems likely that the present political situation may cause the Inspector-General of Customs to place them under the embargo covering importation of arms and munitions of war.

American motor manufacturers are advised by Mr. Meekins that "the good-roads idea will not be thoroughly sold in China until the Chinese can be induced to maintain their roads in good condition." American motor experts should work with and advise Chinese promoters of motor transport, but Chinese financiers should be made use of and Chinese Chambers of Commerce should also be utilized in sales campaign. As far as meeting competition in China itself is concerned, it is observed that although "there are now thirteen plants building motor-car bodies in Shanghai, and one concern which has manufactured a complete passenger car, there is little probability that China will develop a motor-car manufacturing industry."

Last year less than 600 American cars were exported to China, but the outlook for 1922 is more favorable, particularly in view of the success of the Shanghai automobile show at the end of 1921, which "drew 25,000 visitors and resulted in 120,000 dollars' worth of business."

SAFETY ON THE ROAD

SKULL and cross-bones, with the legend, "SLOW AND CAREFUL!" adorn a sign put up to mark a danger point by the American Automobile Association. It is one of many signs, all standardized, so that they who speed may read. A glance catches the meaning. Other organizations, too, are marking public highways for safety's sake, and the *National Safety News* (Chicago) observes:

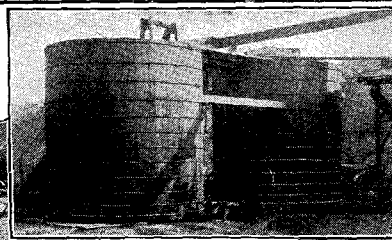
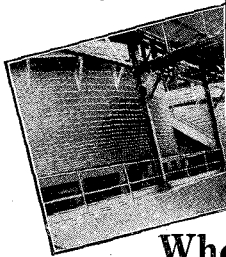
Proper safeguarding of the public highways through the posting of warning signs at all dangerous spots is most important in any program for the elimination of automobile accidents, and is a subject to which every man interested in public safety should devote his attention.

Many organizations, especially motor clubs and State highway departments, are doing good work in this phase of accident prevention, but the fact remains that there are still many districts in which there are few if any warning signs to protect the motorist from hazards on roads not familiar to him. A highway should have proper signals at every dangerous hill, curve, and railroad crossing.

The experiences of organizations and State departments who have adequately posted highways with danger signs, as related herein, will be of value to those communities where there is need for this work. The ever-increasing number of automobiles and the resulting increase in accidents call for strenuous efforts toward better highway protection. No road can be termed a "safe highway" until the motorist is warned, in advance, of every danger spot ahead.

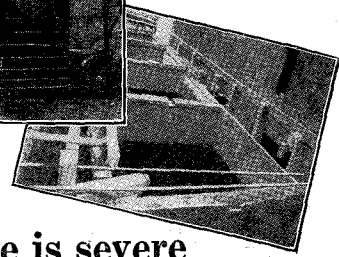
Road signs are rapidly becoming standardized. The American Automobile Association has adopted and recommended a series of danger signs for general use by all

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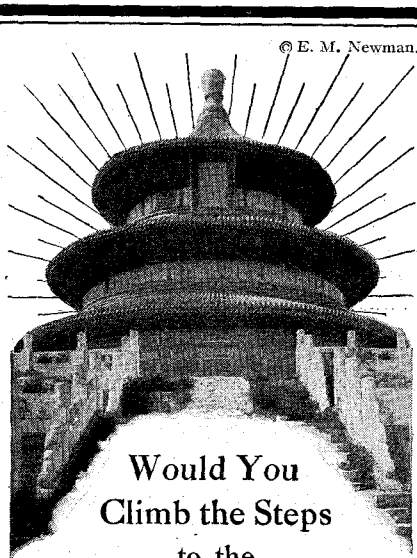


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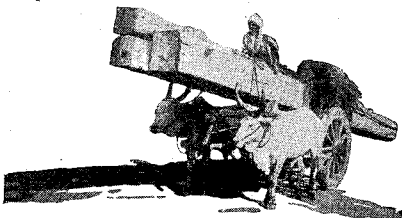
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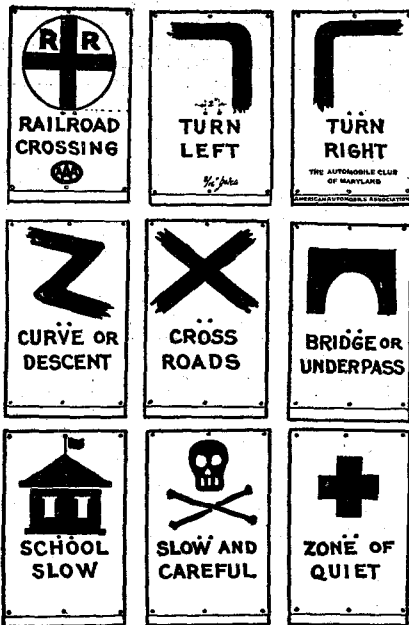
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MOTERING AND AVIATION

Continued

associated clubs. Makeshift road signs—small wooden boards with crude lettering—which offered a fine target for the passing hunter and the rocks of the mischievous small boy, are disappearing; replacing them are substantial, metal signs to attract the eye of the motorist and give him the information he needs concerning conditions just ahead. The problem of making signs effective at night is solved by the use of flashing light signals or red reflectors which catch the rays from the headlights of an approaching car and warn of "danger ahead." The standard signs recommended by the A. A. A. and reproduced here are



From the "National Safety News."

STANDARD SIGNS OF THE ROAD.

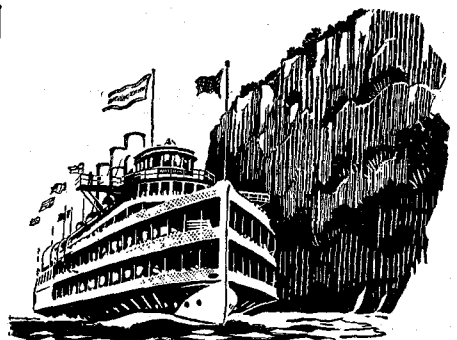
They carry easily grasped and pungent messages—especially the one ornamented by the skull and cross-bones.

painted black on a chrome yellow background.

Conditions in many localities call for special signs. It is now a general practise to warn the motorist that certain hills should be descended in second gear. A special sign, erected at a safe distance from the brow of the hill, tells the motorist that a dangerous hill is beyond; Go INTO SECOND GEAR HERE, it says. The motorist who heeds the warning gets down the grade without trouble. THIS ROAD IS SLIPPERY WHEN WET, is another special sign of great value to the motorist.

Warnings to speeders have been left principally to local communities and, as a result, many freak signs have been developed, such as, DRIVE SLOW AND SEE OUR CITY—DRIVE FAST AND SEE OUR JAIL. There is nothing, however, to prove that deviations from the plain "speed limit" warning have been particularly effective in stopping speeders. Many cities add a courteous WELCOME to the familiar sign, CITY LINE—SPEED LIMIT 15 MILES PER HOUR. Occasionally a sign declares that the speed limit is "positively enforced."

Three hundred motorists' organizations are federated in the A. A. A., and their adoption of standardized signals is fast thinning out the once innumerable and



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often needless signs along the road—signs, it may be added, which motorists commonly disregarded. Further:

The Automobile Club of Southern California is one of the few organizations in the country which have installed electric flash warnings on sign boards at places where conditions are unusually hazardous. These signals flash intermittently and attract the motorist's attention.

The red bull's-eye, placed at a lower point on the sign standard to catch and reflect the rays from headlights, is also used by the California organization and by the Reading Automobile Club, Reading, Pa., the Inland Automobile Association, Spokane, Wash., the Wyoming Valley Motor Club of Northern Pennsylvania, the Bureau of Roads and Bridges, State of Nebraska, and many other associations and State departments.

The executives of motoring associations are most enthusiastic safety workers. "During the past year," says Miss A. Forman, Secretary of the Tidewater Automobile Association of Virginia, "we have erected 600 metal warning signs and about 200 wooden signs of various sizes and with warnings to suit particular hazards."

The Lehigh Valley Motor Club is financing the erection of permanent signs, at a cost of \$25 each. The work of placing them is being done by the Pennsylvania State Highway Department.

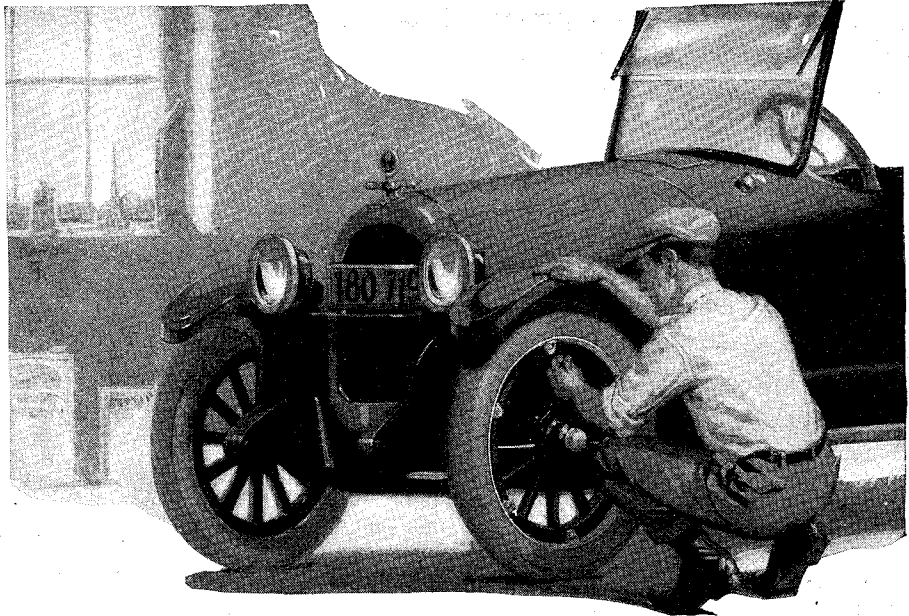
"There is no danger spot in our territory which is not posted with a sign and no expense is spared in the erection and maintenance of our sign system," says Harry E. LaVier, Executive Secretary of the Automobile Club of Syracuse (N. Y.).

The Reading (Pa.) Automobile Club recently started installation of reflecting signals on all signs in its territory, first taking care of the worst curves and hills. "We now have a special committee planning an extension of this program," says Theodore M. Sembach, secretary of the organization, "we intend to push our efforts for safety to the limit of our financial ability."

"We have found many danger signs placed on not particularly dangerous curves," said Frank W. Gilbert, Secretary of the Inland Automobile Association, Spokane, Wash., "and on account of this, drivers have disregarded warnings not only at these curves, but also at really dangerous curves. We feel that too much marking is just as bad as no marking at all, and that the danger spot marked should actually be a menace. We have therefore placed the highest type of reflecting signals at the really dangerous spots and will carry the plan further this year."

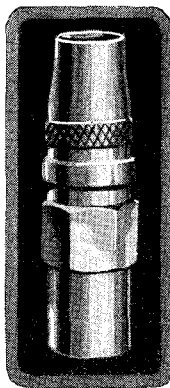
The Chicago Motor Club during 1921 spent many thousands of dollars in the erection of suitable road signs in Cook county and contiguous territory, according to Royal N. Allen, Manager of the Accident Prevention Department. More than 3,000 signs were placed at dangerous places on 400 miles of highway. Some of the signs placed by this club cost \$100 or more.

"Our highways within a radius of 30 miles are posted with signs calling attention to dangerous hills and curves," says P. G. Rimmer, President of the Wyoming Valley Motor Club of Northeastern Pennsylvania. "We have some bad hills in Pennsylvania, and for the benefit of the tourist we erect signs giving preliminary warning of an approach to a dangerous hill. Within a safe given distance of the hill another danger sign is posted, on which is painted a white skull and cross-bones on a red background, informing the driver as



End the Re-pumping Nuisance!

*Put on the new Trex Lock and
pump your tires Only Once*



ACTUAL SIZE

All you need are your fingers, pair of pliers, and three minutes to attach a Trex Lock to your tire.

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Fits any tire; any motorist can attach.

Price \$1 for
each tire

Until recently the only way to keep proper inflation was the regular trip to the Service Station every week or two for air—waiting in line—half an hour's time—grease and dirt—washing up—and all the rest.

No wonder all this work was neglected. But the neglect meant soft tires, rim-cutting, and the early ruin of expensive tires.

Then came the Trex Lock. This wonderful invention is simple and effective. *It positively locks the air in the tire.*

It keeps perfect inflation, which adds greatly to the life of the tire. It affords all the increased mileage—but with no irksome duty for the motorist. There is nothing to take care of.

Put a set on your tires today, and eliminate the most disagreeable part of motoring. Sold by dealers everywhere. In sets of five, or singly if you desire—only \$1 for each tire.

If your dealer has not yet put in his stock, write direct to us.

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AIR VALVE LOCK

fully as possible of conditions to be met and in what gear to take the hill."

The Wisconsin Highway Commission, which has for a long time used a standard sign—an inverted triangle—is now changing this style at railroad crossings to the A. A. A. standard railroad-crossing sign. This sign, being different in color and shape from the others in use in Wisconsin, draws the attention of the motorist where caution is most necessary.

In addition to the work done by the New York State Motor Federation, the State Highway Commission marks the danger spots on main arteries of travel with a special warning board—a large, white board from three to eight feet square with a checker-board background and the warning in heavy black letters. These boards are so placed that the rays of automobile headlights illuminate them at night. Each of these signs points out a specific danger at the spot where it is erected.

The Missouri State Highway Commission is planning warning signs along 7,700 miles of highway.

As a large number of highway accidents occur at night, a constant problem is to make night driving more safe, either by the introduction of the red reflecting signals mentioned here, or by the installation of high-powered white lights to illuminate the face of the boards already installed. The accompanying illustration shows one of these installations at a spot where a sharp turn occurs at the edge of a steep declivity. The sign is placed at a spot where a reckless driver might plunge from the road, and is illuminated, not only by the headlights, but also by an electric light at a near-by corner.

Many other States and motorists' organizations are taking up this work so that roads of principal travel may be made safe.

Still, warnings are not everything, and "A Chauffeur" sends the *New York Times* an article in which a large share of the responsibility for accidents is lodged with the automobile owners' predilection for cheap chauffeurs. We read:

A graduate of an automobile school, after he is told his course is finished, will naturally jump out and look for a driving position; if an owner advertises for a chauffeur, he will naturally compete with an experienced man for the position and offer his services for \$5 or \$10 cheaper, and naturally gets the position. The owner pats himself on the back, thinking he has saved \$5 or \$10 a week by employing this type of man, and naturally tells his friends who may think they are paying too much to their chauffeurs and either try to cut their chauffeurs' pay or let them go and employ cheaper men.

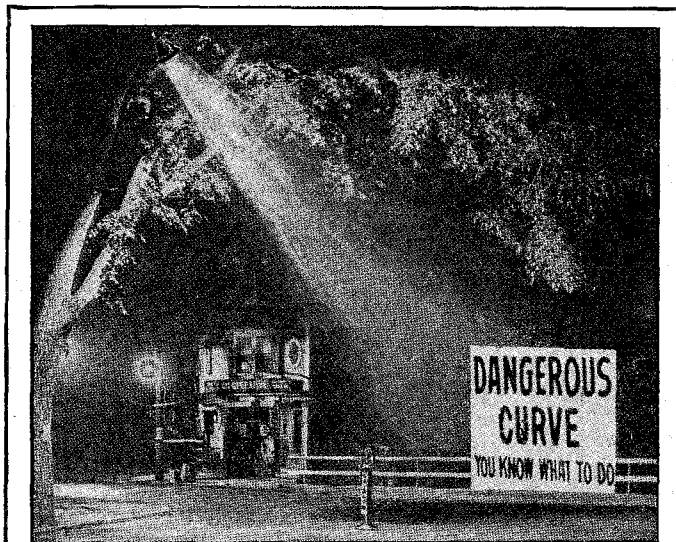
Now, this type of owner is not only fooling himself, but is doing a grave injustice to his family as well as the car; besides, when he figures up his expenses for the maintenance of his car at the end of the year he will find that he has paid more than the difference between an experienced chauffeur's wages and an inexperienced one to the repair shop, besides losing the comforts of his car during the time it is laid up for repairs; at the same time the automobile school graduate is getting his experience at the expense of the owner.

This same type of owner will think nothing of going out to some roadhouse and get liquored up on a lot of bootleg and keep his chauffeur out until 3 or 4 A. M., and when leaving said roadhouse will hand out \$5 and \$10 tips to waiters, hat-check girls and jazz musicians, and still neglect to pay his chauffeur a fair living-wage. What regard has a man for his wife and family who will permit them to ride through traffic in New York, and jeopardize their lives in the hands of an inexperienced chauffeur? Is it not better for a man to go to his business in the morning in a peaceful frame of mind and conduct his business all day in this same frame of mind instead of worrying every time the telephone bell rings that it may be a call for him to hurry home or to some hospital as his wife and family have met with an accident while riding in his car? On the other hand, when you figure it out, the chauffeur, as a rule, is the most underpaid man to-day.

TOTAL NUMBER OF MOTOR CARS AND TRUCKS IN THE WORLD—12,588,949

IF ANY FIEND FOR FIGURES wants to know precisely how many motor vehicles there are in the world, exclusive of motorcycles and tractors, *Automotive Industries* has gone into the matter and is prepared to furnish statistics accounting for the last car and truck. Of the total number of cars in the world, it appears among other interesting sights, 83 per cent., or 10,505,660 to be exact, are in the United States. It seems also that, at the present time, Mexico is the foremost market for the American

motor cars in the world, its imports in 1921 exceeding those of any other country. While "at present it is becoming clear," comments Edward Neville Vose in *Dun's International Review*, "that in some of our own States the saturation point is being approached," in most parts of the United States, as well as in the other parts of North and South America, there is still room for a large absorption of motor vehicles. One of the striking details brought out by *The Review* is that there are only a little more than a million cars in the whole of Europe as against more than eleven million in the Western Hemisphere. The following table gives the total number of motor cars in use in Europe, as compiled and estimated by *Automotive Industries*:



From "The National Safety News."

A SPECIAL SIGN FOR A SPECIAL DANGER.

This signal, placed at the top of a steep embankment at a dangerously sharp turn, is illuminated by a spotlight placed in a near-by tree. Many accidents occurred here at night because autos failed to see the sign in time to slow down to a safe speed at the corner.

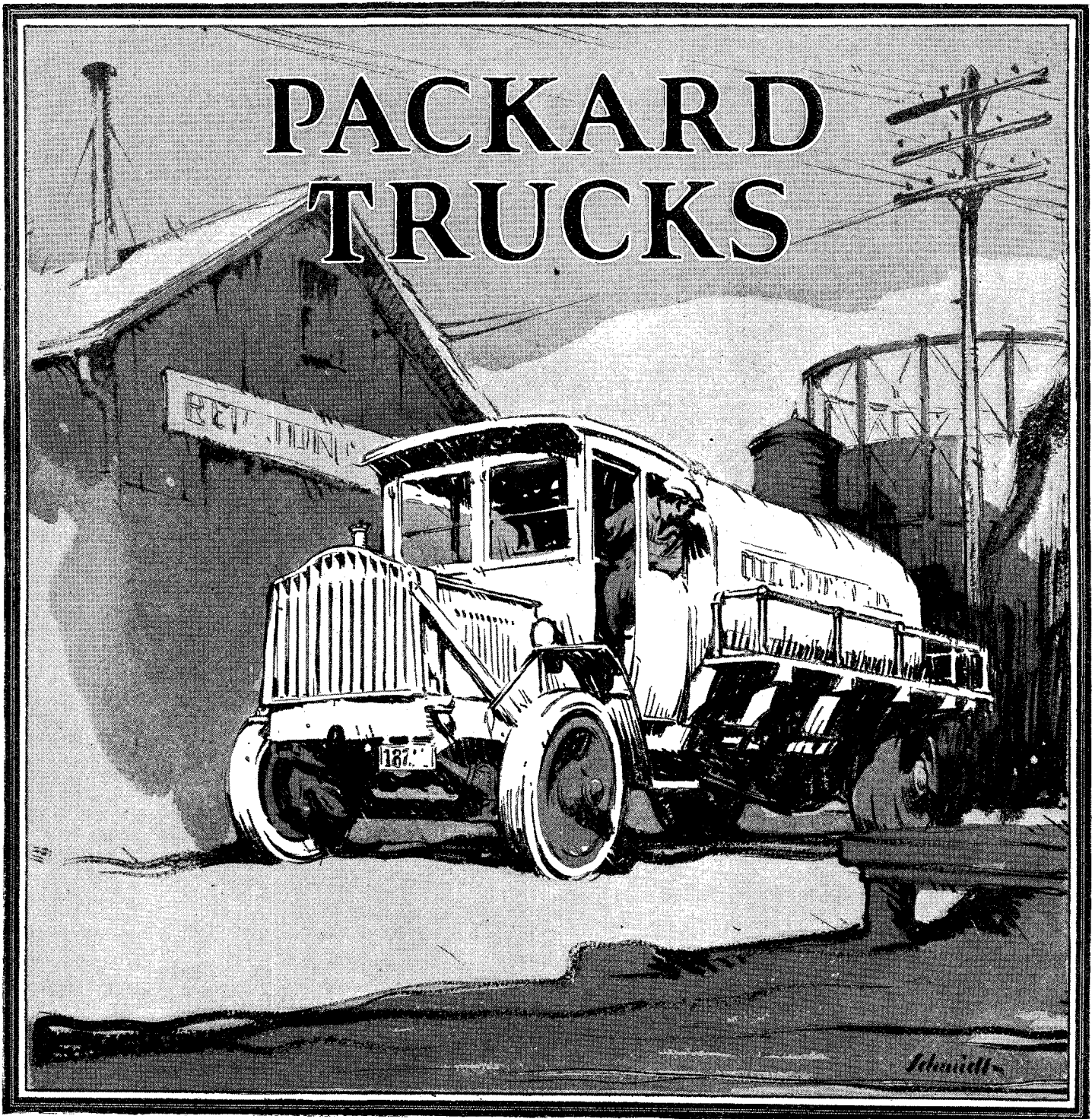
Great Britain.....	497,582	Norway.....	14,340
France.....	236,146	Sweden.....	14,250
Germany.....	91,384	Holland.....	13,500
Italy.....	53,000	Poland.....	10,700
Spain.....	37,560	Roumania.....	8,500
Russia.....	35,000	Portugal.....	5,000
Belgium.....	33,200	Czecho-Slovakia.....	4,138
Denmark.....	22,260	Azores.....	80
Switzerland.....	18,001		
Austria.....	16,350	Total.....	1,110,996

Figures for North and South America are presented in this table:

United States.....	10,505,660	British Guiana.....	1,050
Canada.....	463,448	Barbados.....	1,000
Argentina.....	75,000	Newfoundland.....	600
Brazil.....	25,000	Paraguay.....	500
Mexico.....	25,000	Ecuador.....	500
Cuba.....	20,000	Guatemala.....	500
Chile.....	10,000	Guadeloupe.....	500
Uruguay.....	10,000	Salvador.....	400
Porto Rico.....	6,500	Nicaragua.....	370
Peru.....	3,343	Bolivia.....	300
Venezuela.....	2,500	Honduras.....	200
Trinidad.....	2,221	Costa Rica.....	200
Colombia.....	2,000	Bahamas.....	150
Panama.....	1,950	British Honduras.....	68
Dominican Republic.....	1,800		
Jamaica.....	1,350	Total.....	11,162,110

South America, Canada and Mexico are expected to increase their use of cars as rapidly as better roads permit. As for the European situation, Mr. Vose says, in *Dun's International Review*:

The total for Great Britain is exclusive of motorcycles, of which no less than 173,200 are in use, mostly of domestic manufacture. The number of passenger-cars is stated to be 242,500; trucks, 128,200; hackneys, 82,800; other vehicles, including tractors, traction engines and ambulances, 17,482. In other words, less than half of the motor vehicles in use are passenger-cars. The average number of motor vehicles of all kinds is approximately one for every 192 persons. This is clearly far below the saturation point, when we consider the number per capita in countries like the United States and Canada. No country has finer or more beautiful roads, and as the weight of taxation resulting from the war is gradually lifted, the number of cars in use in this market, already the second largest in the world, is likely to be vastly increased. In France a similar situation exists.



It is perfectly plain that the Packard Truck never could have attained outstanding leadership were it not a sound, saving investment, from every viewpoint of truck operation.

The comparatively low purchase price of Packard Trucks—generally lower than prices of other

trucks of comparable quality—adds great emphasis to Packard value.

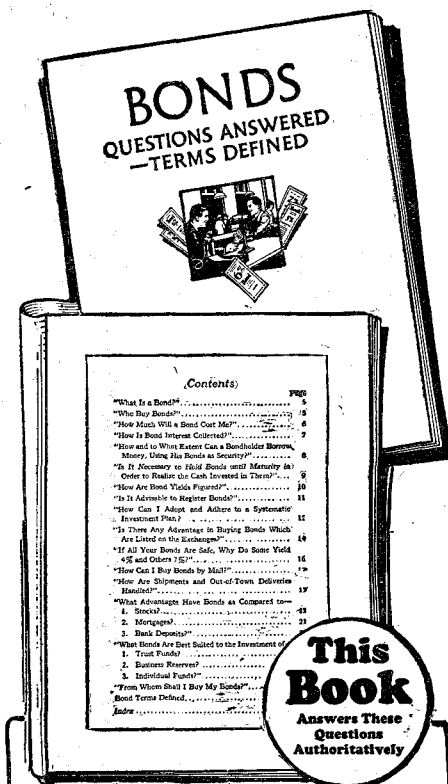
The seasoned and stable organization building the Packard Truck will continue to advance and fortify still further its leadership and its reputation for lower-cost haulage.

Packard Trucks range in capacity from 2 tons, to 7½ tons and in price from \$3,100 to \$4,500

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INVESTMENTS AND FINANCE

WHAT THE GERMAN GETS FOR HIS MARK

WHAT the collapse of the mark means to the German in the way of high prices is vividly shown by a tabular comparison of the value of the pre-war and post-war mark, translated by *Export Trade* from *Tägliche Korrespondenz* and appearing in the current *Nation's Business*, Washington, D. C. This table, prepared a few months ago, is valid to-day, the contrast having grown more striking, if anything:

Marks: Formerly: 1914.	Marks: Now: 1921.
1 A good plain dinner.	1 Two rolls.
2 Bottle good Rhine wine.	2 Bottle of soda water.
3 Best seat in "Philharmonic."	3 A program.
5 Dinner at Adlon, consisting of hors d'œuvres, two courses, dessert.	5 A sausage roll at a carmen's "pull up."
10 Elegant dress shirt.	10 A collar.
20 Express fare between Berlin and Munich.	20 Hardly a cab-fare between two Berlin stations.
25-30 Board and breakfast for a student for a month.	25-30 Tip for a landlady for preparing the breakfast.
50 Winter overcoat.	50 Velvet collar for it.
85 Suit made to measure.	85 Cleaning and pressing of a suit.
100 Month's board and lodging in a small seaside town.	100 Bed (for one night) in a Berlin inn.
500 Month's allowance for a University student.	500 Pair of shoes for a young girl.
1,000 Monthly income of army major.	1,000 Daily income of a wine steward.
5,000 Yearly income of a comfortable middle-class man.	5,000 Price of an ordinary carpet.
10,000 Cost of nice little country villa with orchard.	10,000 Cost of small repair of roof.
100,000 Ambition of a thrifty citizen to possess this amount.	100,000 Yearly income of "Beginner" of a profiteer's "clique."
1,000,000 Possession of this sum only considered possible in fairy-tale.	1,000,000 Pocket money of daughter of high-class profiteer in Berlin W. W.
1,000,000,000 Amount collected with difficulty by "voluntary" contribution—given under protest—to build fortresses.	1,000,000,000 A very small fraction of the usual deficit of any of the government departments.

On the other hand, we are warned by a British observer to beware of superficial impressions of conditions in Germany, based upon our knowledge of the calamitous descent of the international value of the mark. We are reminded that the mark is worth more, relatively, in Germany than abroad. That is, German prices have not risen proportionately as the German mark

has fallen in the foreign exchange quotations. As this writer, a correspondent of the London *Saturday Review*, explains in *The Review's* financial supplement:

Within the last fortnight the paper mark fell to fully one-seventieth of its gold value, but the cost of living in Germany has in very few cases risen to more than twenty to thirty times its pre-war level, while some public services are rendered at only fifteen times their cost in 1914. Wages and salaries, now twelve to fifteen-fold, exhibit no corresponding advance, with the natural result that the working classes are unable to provide themselves with all necessities of life.

It needs only a stroll through the meaner streets of an industrial town in Germany in order to grasp the fact that to a German worker, and particularly to his wife, the paper mark is still a mark, not one-twentieth and still less one-sixtieth or seventieth of the vanished silver coin of pre-war days. In the poor quarter of Frankfurt-on-the-Main, around the "Roemer" (where the Emperors of the Holy Roman Empire were nominally elected), prices of essential foodstuffs are still quoted in pfennigs, and there the writer overheard intending purchasers discuss, outside the shop windows, the necessity of some minutes' stroll in order to save four, six or eight pfennigs, which at only 1,000 marks to the £, represent the twenty-fifth, sixteenth or twelfth part of— $\frac{1}{4}$ d.! No other argument is required—especially coupled with a comparison of present and pre-war earnings—in order to understand the error of comparing British and German taxation at the current exchange of the day.

But "superficial views of quite another kind lead to equally wrong conclusions":

On Sundays, local railways and municipal tramways are most uncomfortably overcrowded with excursionists to woods, rivers or lakes. This national habit is largely due to the German's love of his children, but the mysterious paper parcels taken on these picnics have shrunk since 1914. The family wardrobe has become the chief sufferer; boots, even those made of leather substitutes, are not replenished as often as the climate demands, and woolen and cotton garments, for underwear and clothes, are to-day beyond the reach of the purse of factory-hand or agricultural laborer.

This contrast between earnings and cost of living explains the spirit of unrest among the working classes, of which naturally the most is made by German politicians, who resist the demands of the Allies for increased taxation. In spite of the fact that a so-called Socialist Government is in power, the graduation of direct taxes still favors the well-to-do, and especially the big landowners. The lack of political training of the German masses is no less in evidence to-day under the Republic than it was in the days of the Emperor. For this reason, the uprooting of the bad old fiscal system presents almost insuperable difficulties, while the demands of Allied statesmen for larger cash payments are made the pretext for threats of new indirect taxes to be borne mainly by the impoverished workers.

TO INSURE SOUTHERN PROSPERITY BY CROP DIVERSIFICATION

"IF I were Czar of North Carolina instead of the Governor, I would issue an edict declaring that from and after five years from date any man who imported into North Carolina any corn or meal, wheat or flour, beef or bacon, should be forthwith hanged and without benefit of clergy. Of course, in the beginning I should be denounced as an infamous tyrant, but after the law had been in effect for ten years the richest State in 'the Union' would build a monument to me as the financial redeemer of the people." So *The Banker-Farmer* (Champaign, Ill.) quotes a statement made by ex-Governor Bickett while in office. More powerful than any Czar, however, are hard times and financial needs. A New York *Tribune* headline over a Chattanooga letter from a financial correspondent tells a volume:

"Last Two Disastrous Years in Cotton Have Driven Farmers into Fruit and Potato Growing, Hog Raising and Dairying."

In the "drive for diversification" now on in the South, help is being given by various new cooperative marketing associations and creameries, and the writer from Tennessee says in his concluding paragraph:

The last two disastrous years in cotton and experiences with the boll weevil have convinced most raisers of the fleecy staple that they must have a subsidiary crop, and the rapid increase in fruit and corn growing and potato raising shows that cotton is no longer sole possessor of the Southern farmer's heart. While still the big money crop, the others are rapidly approaching it.

Arkansas has some 450 banks, and it is a predominantly agricultural State. The Arkansas bankers have decided to force Arkansas farmers to diversify by offering credit on a "no food and feed crops, no credit" basis. In Arkansas, we read in *Commerce & Finance* (New York):

A farmer with hay in the barn, corn in the crib, meat in the smoke-house, and with poultry, eggs and cream to sell, will be in good standing with his bank this year.

If he raises his feed and food he can raise all the cotton he pleases and borrow money on it.

The Arkansas Bankers' Association has, through its committee on agriculture, sent the following poster to every banker in the State, and it is everywhere being posted conspicuously. If the program outlined in the poster "could be adopted by banks all over the South and honestly and earnestly lived up to, the cotton farmer's troubles would be somewhat relieved." The poster reads:

Our Credit Policy

While this bank is vitally interested and affected by the crop plans of this community we do not presume to have the right to direct the farm plans for this locality.

We feel that we have a right, however, to determine fundamental policies that are

SOLID BUSINESS FOUNDATIONS

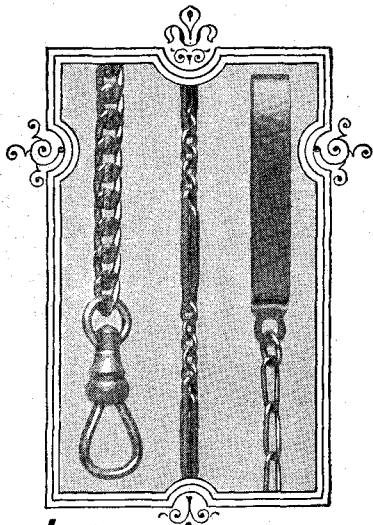
Solid Business Foundations can be established only on the bed-rock of sound financing, which in turn can be obtained only from sound and responsible financial institutions possessed of both the experience and organization to serve fully and completely in all departments of banking.

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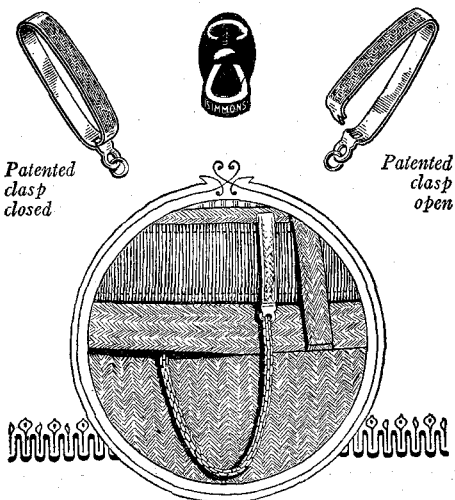
The Belt Chain maintains the high Simmons standard of beauty and economy. Made in a variety of finely wrought link styles, it offers the same choice of superb finishes as do all Simmons Chains—polished gold-filled, green gold-filled, PLATINUM GOLD-filled and harmonious combinations.

See these Belt Chains at your jeweler's. You will be impressed with their beauty and happily surprised at their reasonable prices.

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The Swivel Says It's a Simmons



INVESTMENTS AND FINANCE

Continued

necessary in order for this bank to give the farmer credit.

No money will be loaned the farmer for the purpose of buying feed.

No money will be knowingly loaned the merchant for the purpose of buying feed that is to be sold to the farmer.

This bank will loan money to the farmer only when his crop plans provide for ample acreage necessary to produce food for the people on the place and the feed for the animals.

This policy is necessary to protect the interests of our depositors, whose money we are lending. The above policy has proven safe and sound.

A suggested base for feed acreage as taken from Government reports is as follows: Corn, five acres, and hay crops, two acres for each work animal, and ample acreage in feed and hay crops and pasturage for the cows, hogs, and other animals on the place.

This bank will do all it can to aid farmers who are entitled to credit in the purchase of milk cows, hogs and poultry necessary to provide milk, meat and eggs for family consumption.

A farmer with hay in the barn, corn in the crib, meat in the smoke-house, and with poultry, eggs and cream to sell, is usually in good standing with his bank.

These principles are in conformity with policies as adopted by the farmers in convention in Little Rock.

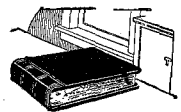
PLAY SAFE—DON'T GAMBLE.

IN DEFENSE OF STOCKHOLDERS

STOCKHOLDERS—Henry Ford sneers at them as "unproductive"; certain newspapers are fond of denouncing them as "idle"; "demagogic orators picture stockholders as robbers, reaping where they have not sown." Well now, continues Mr. B. C. Forbes in a recent number of his *Forbes Magazine*, let's see about it. Is it really right to throw stones at stockholders like this? And he answers with a most decided negative by the simple process of asking a few questions in turn:

Who made Henry Ford's own automobile company possible? The stockholders who originally advanced money to him. Who makes it possible for you and me to be carried to and from business by train or street car? Stockholders. Who made it possible for farmers to obtain reapers and binders and tractors to relieve them of the hardest work of the farm? Stockholders. Who makes it possible for us to avail ourselves of the services of a bank? Stockholders. Who made our vast telephone and telegraph service possible? Stockholders. Who makes it possible for us to buy ready-made clothing, shoes, watches, and a thousand other things, at relatively low cost? Stockholders. Who has made it possible for us to press a button and flood our homes with light? Stockholders.

Were stockholders all over the country to try to withdraw their funds from the enterprises in which they are invested, there would be a panic, there would be unemployment, there would be distress, on a scale never before known. All material progress springs from the saving of money by some one.



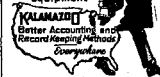
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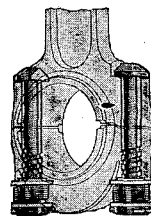
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SCIENCE AND INVENTION

Continued

THE EVOLUTION OF JEWELRY

SEVEN thousand years ago there were the beginnings of jewelry, which had its origin not so much in the desire for personal adornment as in the belief in magic. The earliest jewel was a talisman of some sort, often a stone of no intrinsic value, we are told by a writer in *The National Jeweler* (Chicago). According to this paper the development of jewels as ornaments has played an important part in the evolution of the human race. No other single form of human expression, save speech itself, has contributed so long and so varied a share to this end. Jewels began to be objects of ornament as well as of magic about the time when stones possessing some inherent beauty began to be used, which the writer places at some indefinite period prior to 5000 B. C. He says:

The period from 5000 to 2500 B. C. was marked by wonderful advances in the making of jewels, and the art reached its highest point in Egypt at about the latter date.

Down from the paleolithic period had come the necklace, and, with the early Egyptians, jewels were still necklaces. These had developed in three forms: tubular beads, probably bones; spherical beads, such as drilled pebbles, etc.; and disk beads made from ostrich egg-shells cut into small disks which were pierced and strung. But these crude forms began to be rapidly replaced by attractive stones to which certain magical virtues were also attributed.

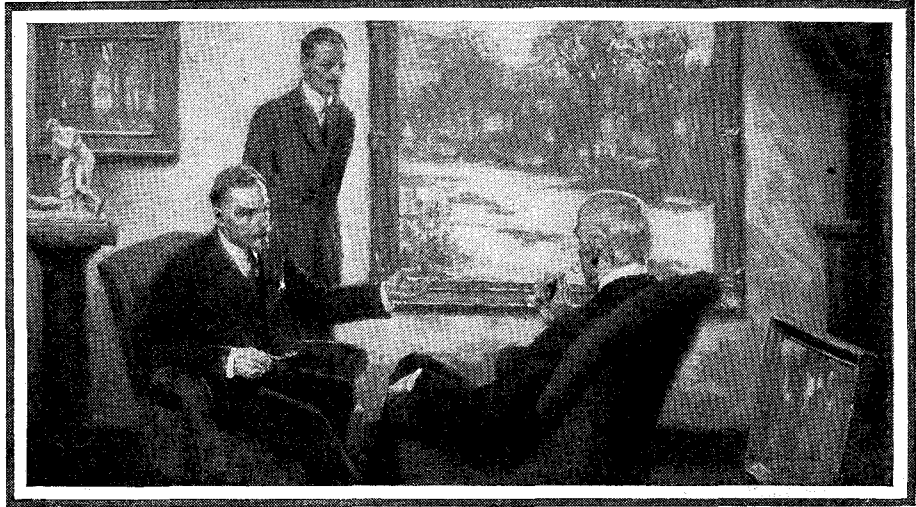
One of the earliest of these, and one of the most commonly found right up to the climax of the Egyptian period, was the carnelian. The carnelian was used as a cure for red eyes, and for certain other sores, and was very highly prized. Even to-day among certain of the savage tribes of Syria and northern Africa the carnelian is to be found tied to the hair, suspended above one of the eyes.

Another stone greatly admired and widely used was the turquoise. Throughout the east, even to-day, there exists an intense tho still unexplained love of the turquoise. It has been so admired since some time prior to 5000 B. C.; and was intimately associated with Hathor, goddess of motherhood, one of whose names was "The Lady of the Turquoise."

Throughout this period the question of rarity did not enter into the value of a stone. The carnelian and turquoise were both common enough, and the imitation turquoise, when invented, found just as great favor.

Later, at some time during the paleolithic period, the idea of "sympathetic magic" arose, making one of its appearances in the form of a jewel or charm. The beetle was the symbol of immortality, and must not be harmed. But some genius conceived the idea of carving a beetle out of stone and wearing it, which would then give him a hold over the sacred beetle, and a claim to its protection.

The first important advance in the development of jewels, from our standpoint, was the gradual addition, during some unknown period, of stones which in themselves possess some elements of beauty. The second step comes when carving appeared.



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SCIENCE AND INVENTION Continued

To the beetle (the scarab) were quickly added the frog (sign of the resurrection), and either the whole or some part of the wearer's favorite god. Portions of the human anatomy were also reproduced and added to what by now was becoming a pretentious and varied chain of beads.

There were now three forms of magic jewels: the stone which was worn for the sake of its powers, the stone, itself ineffective, which possessed magic by virtue of the shape into which it was carved; and the combination of these two, a potent stone carved into some potent image.

About this time metal comes upon the scene. Hitherto the only uses to which it had been put were practical. Silver was highly treasured for its beauty and scarcity, being more difficult to obtain than gold. Gold had been used as an ornament since the neolithic period. It was beaten into disks and sewn on clothing. Being of no medicinal or magical value, however, it was subservient to even the commonest stones to which magical powers were attributed. But now that shape as well as substance had magical value, its value increased immensely, and it was produced in large quantities. We read further:

Here entered a new form of jewel: the bangle, bracelet, and ring. This constitutes the fourth step.

In any event, we find gold, which had constituted the only jewel of the ancients with a purely decorative origin—in the shape of disks sewn to the clothing, as previously mentioned—now becoming the most potent "magic" jewel of them all. Not only was it used in serpent bangles and rings, but it was also made into tiny cases to carry magical things. This originated the "gold mounting"—the fifth important step.

Meanwhile the evolution of the jewel was responsible for another and highly important custom—one which has become a vital and seemingly ineradicable feature of our present-day civilization. It was the adoption of gold as the standard medium of exchange. Gold not only filled the bill, but was conveniently carried, especially since the invention of the serpent ring and bangle.

Thus the jewel was developed from its lowest form to its highest in Egypt—from a plain, unattractive stone to bangles and necklaces twenty times more elaborate than any that have been made for centuries. Yet never during this period did the jewel lose its primary use and importance as a thing of magic. It did in passing, however, give expression to some early forms of religion, if they may be so called; it aided in the rise of sculpture; it made possible the later development of science by originating the use of glaze; and last, but by no means least, it paved the way for the world trade which came with Alexander, by providing a medium of exchange.

No other single form of human expression, save that of speech itself, has played so long, so varied, and so important a part in the evolution of the human race. It deserves the best reward that can be given it—to be reproduced and made beautiful in all the various forms of its

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the tool to be made, in order to reduce the cost per carat.

In one of the illustrations may be seen some samples of diamond tools. If this picture be examined with a glass it will be noted that each tool has one or more cutting lips formed of pieces of diamond crystal brazed to the steel holder. The first tool to the right of the center of the group is a forming tool, having an exceptionally large diamond.

The value of this particular tool is around three hundred dollars, but when one considers that its counterparts have run from six to nine months, forming the edges of thousands of fiber disks daily, *without resharpening and practically without readjustment*, one may see that the tool cost per piece is insignificant when compared with the performance that could reasonably be expected from a steel tool of similar shape.

STAINLESS METALS

A METAL with a smudgy colored oxid is not a good one to use with leather on textile fabric, or any material that will stain easily. Of course the worst of such metals is iron. Iron rust not only stains badly but its color is nearly indelible. Copper, brass, and other metals, either pure or alloyed, have also this objection. Inventors have been at work for some time on the problem of "stainless" substitutes, and an editorial writer in *The Iron Age* (New York) now tells us that in Great Britain developments are following fast, one upon another. The appearance of a so-called "stainless iron," and its possibilities, have spurred non-ferrous producers to new achievements. If all reports are to be given credence, he says, important results to industry may be the outcome. We read:

"Stainless iron" is really low-carbon stainless steel which can be rolled and forged into sheets, wire and other products, a property not characteristic of the regular stainless steel. The principal drawback is its cost because of the expensive low-carbon ferrochromium necessary to its production. According to the latest reports, however, a new process has been discovered by an Englishman whereby this important low-carbon ferroalloy can be produced at around 20 cents per pound and with a carbon content of about 0.25 per cent. as compared to about 55 to 60 cents for the present product made here. The inventor has recently been in the United States looking after the rights in this country. Wide interest, amounting to enthusiasm, prevails in England because the possibility of cheap commercial production of a low-carbon, stainless steel is believed to open up wide uses for it as sheets, wire and many other materials, the results of which are obvious.

In the non-ferrous field, British research is reported to have developed a stainless alloy which threatens to supersede copper, brass, nickel and aluminum for many purposes. More details of this appear elsewhere in this issue. It is an improved form of nickel-silver containing a much larger percentage of nickel than ordinary nickel-silver and therefore harder, more durable and more nearly approaching silver in color, with the added claim that its price can be reduced to about one-third that of stainless steel or iron as now made.



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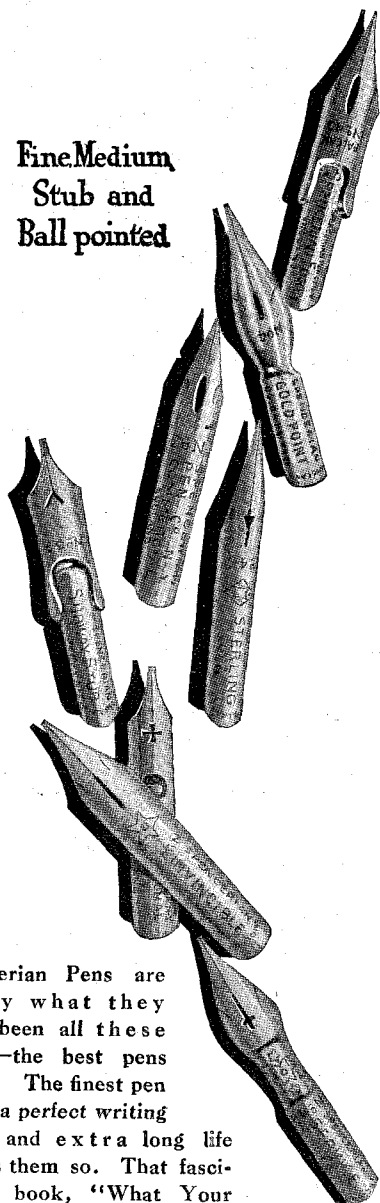
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CURRENT EVENTS

FOREIGN

May 3.—The French cabinet withdraws the French delegation's provisional approval of the note from the Genoa Conference to Russia and determines to stand by Belgium in opposing any encroachment upon private property ownership in Russia.

The Dail Eireann orders a two-days' truce between the opposing factions of the Irish Republican Army.

All the nations represented at the Genoa Conference agree to plans for other international conferences to continue the work of European reconstruction. The conferences will be held in London.

The Venezuela Congress unanimously elects General Juan Vicente Gomez constitutional President of the Republic. His term is seven years.

May 4.—The forces of General Chang Tso-Lin have been defeated on three battle points and have suffered heavy losses, according to consular advices received in Peking.

News of the Irish truce comes too late to prevent the blowing up of Castle Pollard Barracks, near Mullingar, by Republican malcontents and a conflict between Irish Republican army regulars and irregulars on the Free State side of the Londonderry-Donagall border in which three Free Staters are killed and three seriously wounded.

The Allied Reparations Commission notifies the German Government that there is nothing in the Russo-German agreement, recently signed at Rapallo, that seems to violate the Treaty of Versailles.

Four American relief workers have been deported from Kharput, Turkish Armenia, it is announced from Constantinople. The Americans charge the Turks with unjust treatment of themselves and cruelties against Christians in Asia Minor.

May 5.—The forces of General Chang Tso-Lin, the Manchurian leader, have been driven from the region of Peking, and General Wu Pei-Fu is in control of the situation, according to a dispatch from Peking.

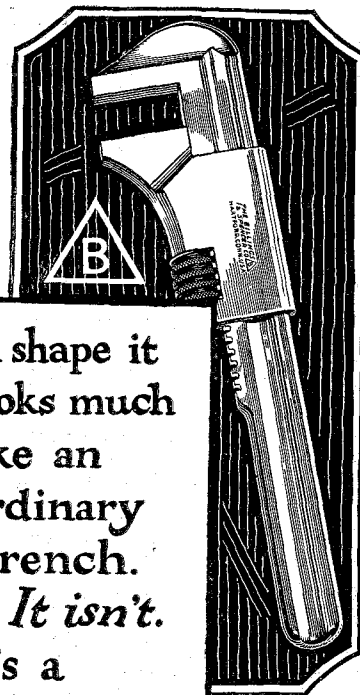
The Irish truce is extended to May 10, and all political meetings are called off for the time being.

May 6.—Following the successes of General Wu Pei-Fu, President Hsu Shih-Chang, of the Peking Government, removes the Premier and two other cabinet officers and orders their arrest, and dismisses General Chang Tso-Lin from his office of Inspector-General.

Explaining that its purpose is "to explore every possibility of reaching an agreement," the Dail Eireann indefinitely prolongs the truce.

The Supreme Revolutionary Tribunal of the Soviet Government issues an order for the trial of the Patriarch of the Russian Church, Archbishop Tikhon, and Archbishop Nikandei, charged with opposing the requisitioning of church treasures by the Soviet Government.

May 7.—Disorders in Ulster during last week result in thirteen deaths, according to a dispatch from Belfast.



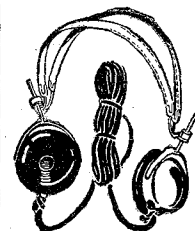
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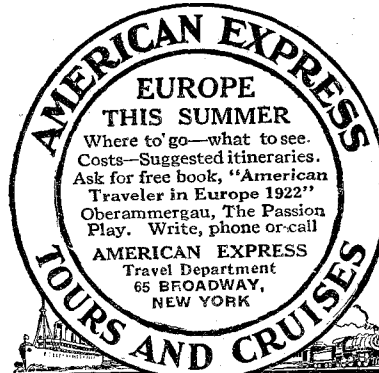
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May 8.—The Bulgarian Government requests the economic conference at Genoa to postpone payment of reparations due from Bulgaria, to arrange a large international loan for her and to give her an outlet to the Aegean Sea.

General Chang Tso-Lin, the Manchurian leader, has ordered his troops to withdraw behind the Great Wall, according to a dispatch from Tientsin.

May 9.—The Croats have proclaimed an independent republic of Croatia, naming as President M. Reiditch, according to a dispatch from Bari, an Italian sea-coast town of the Adriatic.

DOMESTIC

May 3.—United States Senator Harry S. New, Republican candidate for renomination from Indiana, is defeated by former Senator Albert J. Beveridge.

The German Embassy requests the American Government to leave a garrison on the Rhine, following similar requests from the Allied Governments.

The Senate passes the agricultural appropriation bill for \$36,774,000, and sends it to the President.

The Senate adopts a resolution authorizing the President to revive between the United States and Austria and Hungary the former extradition treaty with the Austro-Hungarian monarchy.

May 4.—Dr. John Bassett Moore, a member of the International Court of Justice, is appointed American member of the Allied Commission of Jurists established by the Washington Conference on Armament Limitation to arrange the new rules of warfare.

President Harding sends to General Pilsudski a message of felicitation on the anniversary of the independence of Poland.

May 5.—Lieutenant Harold F. Selden, of Washington, and Ensign Frank Miller, of Indiana, are killed when their hydroplane crashes into another over the Potomac River.

May 6.—Henry P. Davison, internationally known banker and philanthropist, and Chairman of the War Council of the American Red Cross, dies at his home in Long Island, in his 55th year.

The Chinese Government has ratified the Washington Conference treaties to which China was signatory, according to a Washington dispatch.

May 7.—The patent convention concluded with Germany in 1909 has been revived, it is announced by the State Department.

May 8.—A mutiny of 150 prisoners in the South Carolina State penitentiary is quelled after fourteen prisoners are wounded by guards.

May 9.—President Harding sends to the House of Representatives a statement by Attorney-General Daugherty showing that the Government is preparing to prosecute perpetrators of war frauds, with the possibility of recovering \$100,000,000.

President Harding summons fifteen leading transportation executives to a dinner at the White House, May 20, to consider the possibility of adjusting railroad freight rates downward.

The Tacna-Arica conference called to settle the dispute between Chile and Peru will begin in Washington on May 15, it is announced.



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Dangers of Handshaking.—(From a story)—“She held out her hand and the young man took it and departed.”—*Boston Transcript*.

Dark Evidence.—MOTHER—“Son, I don't believe you washed your face at all.”
SMALL SON—“If you don't believe me, look at the towel.”—*Judge*.

Literature and Reading.—NEWBICH—“Now, le'see, I've ordered sets of Scott, Dickens, Irving an' all them boys. Now show me somethin' to read.”—*Life*.

Too Much Decoration.—Ireland, we are assured, has turned over a fresh page in her history. All very well, but it would look better without a black Border.—*London Opinion*.

Those Peaceful Days.—The oldest inhabitant remarks, “I can remember when our casualty list was published only on July 5 instead of every Monday morning.”—*The Christian Register (Boston)*.

A Husband's Privilege.—“The cook is leaving us to get married.”

“Good. She'll soon know from somebody who won't be afraid to tell her how punk her cooking really is.”—*The Christian Evangelist (St. Louis)*.

Danger!—HE—“I had a good joke to tell you this evening, but I see you are not in a condition to receive it.”

SHE—“Why?”

HE—“Because if your face lights up, the powder will go off.”—*Goblin*.

Quite Another Matter.—IRATE PAPA—“No, sir. My daughter can never be yours.”

BRIGHT SUITOR—“Quite right, sir. She can not possibly be my daughter. I only wanted her to be my wife.”—*Colorado Dodo*.

A Point in Doubt.—“Leonidas,” said Mrs. Meekton, “I must give you credit for one thing. In all our married life you have never spoken an unkind word to me.”

“No, Henrietta.”

“And what I'm wondering is whether to give you credit for a lovely disposition or mere lack of courage.”—*Washington Star*.

Enough Is Enough.—“Do you think posterity will put up statues to your memory?”

“I hope,” replied Senator Sorghum, “that nobody will encourage such an idea. After a public man has gotten through with the caricaturists the modern sculptors ought to be made to let him alone.”—*Washington Star*.

Not in a Hurry.—An old Scotchman, David Gordon, was seriously ill, with scant hope for recovery. He had been wheedled into making a will by relatives, and these were now gathered about his bedside watching him laboriously sign it. He got as far as D-A-V-I—then fell back exhausted.

“D, Uncle David, D,” exhorted a nephew.

“Dee!” ejaculated the old Scot feebly, but with indignation. “I'll dee when I'm ready, ye avaricious wretch!”—*The Forest*.

Impossible Impasse.—“What happens when an irresistible woman meets an immovable man?”

“She never does.”—*Life*.

Where He'd Been.—FIRST FLEA—“Been on a vacation?”

SECOND FLEA—“Nope; been on a tramp.”—*Pacific Weekly*.

Could Move an Audience.—“Do you know what it is to go before an audience?”

“No. I spoke before an audience once, but most of it went before I did.”—*The Epworth Herald*.

Grand Little Money-Saver.—Beer, we read, was taxed in Egypt over two thousand years ago. Which perhaps explains why Cleopatra found it cheaper to drink pearls.—*London Opinion*.

Good for the Mental Kind.—A man walked into the store of the Nixon-Oliver Drug Company, Lebanon, Tenn., the other day and asked for “four ounces of Literary Digest for indigestion.”—*Parke, Davis & Co.'s Bulletin*.

The Best Policy.—LAWYER—“Now be perfectly frank with me. Are you innocent or guilty?”

CLIENT—“I am guilty.”

LAWYER—“Ah, an honest man! I shall be able to acquit you.”—*American Legion Weekly*.

Insidious Propaganda.—“How do you account for the fact that a beginner is sure to win in a poker game?”

“Confidentially speakin’,” said Cactus Joe, “the explanation is that it ain't a fact. We encourage the superstition so as to get tenderfeet interested.”—*Washington Star*.

Both Handicapped.—FIRST LADY—(in village shop, speaking to another patron)—“Would you mind if I made my small purchase first? We have a horse outside and he won't keep quiet.”

SECOND LADY—“Certainly; but you won't be very long, will you? I have a husband outside and he's rather restive, too.”—*Punch*.

Neutrality.—It was during the impaneling of a jury; the following colloquy occurred: “You are a property-holder?”

“Yes, your honor.”

“Married or single?”

“I have been married for five years, your honor.”

“Have you formed or exprest any opinion?”

“Not for five years, your honor.”—*Journal of the American Medical Association*.

Slight Favor Requested.—An Eastern college graduate applied for work in a Michigan lumber camp and was assigned to one end of a cross-saw, the other end being in charge of an old and experienced lumberman. At the end of an hour the veteran stopt sawing and regarded his weary partner with pitying eyes.

“Sonny,” he said, “I don't mind your riding on this saw, but if it's just the same to you, I wish you'd quit scraping your feet on the ground.”—*The Forecast*.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

“E. G. C.” Dallas, Tex.—“Please let me know the history of the song ‘International’ which we see mentioned so frequently in the dispatches as being sung by strikers and similar organizations. The writer has contended that this song is more or less of a revolutionary song, but would like to have this contention substantiated by positive proof.”

The poem “International” dates from 1871 and was written by a man named Eugene Pottier, who was one of the Paris Commune, and the music was written by Adolphe Degeyter. The sentiments are highly revolutionary.

“W. H. McK.” Mt. Pleasant, Tex.—“Please inform me if the word *boughten* is one in common use.”

The word *boughten* is a localism used to distinguish goods purchased in a store or a shop from those that are home-made. Inasmuch as the shorter word—*bought*—expresses the idea correctly and without ambiguity, there is no reason for perpetuating the longer and more confusing *boughten*. The imperfect and past participle of *buy* is *bought*, not *boughten*. Why not use it?

“A. S. A.” Athens, Pa.—“When writing a numeral with a suffix, as *4th*, is it ever necessary, or is it correct, to place a period after it? Is it an abbreviation?”

When the forms *1st*, *2d*, *15th*, etc., are used, no period should be placed after them, as they are not abbreviations.

“P. R. J.” North Garden, Va.—“Kindly tell me if Ben Jonson wrote a dictionary, and if so, was it the first one written?”

Ben Jonson did not write an English dictionary, but Samuel Johnson published April 15, 1755, “Johnson's Dictionary,” which contained 50,000 words. Richard Huloet was the first to produce an English dictionary. This work, the “Abecedarium,” which he issued in 1552, was the first in which the meanings of English words were explained in English. The first American Dictionary was compiled by Samuel Johnson, of Guilford, Conn., and published by Edward O'Brien at New Haven, Conn., in 1798.

“J. B. B.” Fort Story, Va.—“Please inform me whether the word *courtesy* can be correctly pronounced as tho it were spelled *curtsy*. Is there more than one way to pronounce *courtesy*?”

The word *courtesy*, meaning “politeness,” is pronounced *kurt'si-u* as in *burn*, *i's* as in *habit*. The word *courtesy*, meaning “A gesture of civility in salutation,” is pronounced *kurt'si-u* as in *burn*, *i* as in *habit*.

“E. M. F.” New York, N. Y.—“Which is correct—‘His whereabouts are unknown,’ or ‘His whereabouts is unknown’?”

The word *whereabouts*, altho plural in form, is singular in construction and always takes a verb in the singular. Your sentence should read—“His whereabouts is unknown.”

“O. L. B.” San Francisco, Calif.—“Has the word *grocceteria* a well-defined meaning, and to what extent is it used?”

The word *grocceteria* is of recent origin, and connotes a store where customers wait on themselves to articles put on sale, and then take them to the counter to pay for them or have them charged and packed. It is a proprietary term, copyrighted and used as a duly protected trademark.

“J. P. K.” Brookland, D. C.—“Is the following sentence correct: ‘The Chinese Foreign-Missionary Society will meet to-night,’ meaning local supporters of missionaries to China? Please give the rule governing the hyphen in this case.”

The rule, “Join by a hyphen two or more words abnormally associated to express attribute,” usually applies. But, in the case of proper names, such as incorporated societies or even voluntary associations, it becomes a question of fact, and the hyphen should or should not be used depending on the name the society, association, or the like was given when it was incorporated or organized.

“A. H. R.” Washington, D. C.—“What is the correct pronunciation of the name Sarah Bernhardt?”

The name you give is pronounced *burn'hart*—*u* as in *burn*, *a* as in *art*; or French *ber'nar'*—*e* as in *get*, *a* as in *art*.